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## The Chronicle.

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### CLEARING HOUSE RETURNS.

Notwithstanding the fact that the volume of stock speculation at New York during the week ending October 22 exhibits a falling off from the previous week, the exchanges record an increase of nearly twenty-seven millions of dollars. Elsewhere the changes from October 15 have been as a rule merely nominal, some cities showing slight gains and others unimportant losses, the result in the aggregate outside of New York being a decline of a little more than half a million. Altogether the statement is a very satisfactory one, more particularly so since for the first time since August of 1886 at *every point* some excess over the corresponding period of the preceding year is recorded. Furthermore, this is only the third instance of the kind within the last six years. A falling off in stock operations at Boston accounts for the diminution in clearings at that city.

As stated above, gains over the similar week of last year are exhibited at all points, and they vary from 0·4 per cent at New Haven to 93·7 per cent at St. Joseph, the excess at Grand Rapids reaching 55·3 per cent, Omaha 44·4, Columbus 38, Minneapolis 37·5, Wichita 36·7, New Orleans 36·6, Norfolk 35·4 and Peoria 32 per cent. Compared with the week of 1885 there is a decrease of about 1·75 per cent, but it should be remembered that at that time stock dealings were very heavy. Contrasted with 1884, however, the increase is nearly 30 per cent.

At the New York Stock Exchange share sales for the week cover a market value of \$11,240,000, against \$133,630,000 for the same week of last year, and the exchanges arising through other than stock operations are \$464,451,453 and \$400,511,056 respectively in the two years, or an increase of 15·9 per cent,

	Week Ending Oct. 22.		Week End'g Oct. 15.			
	1887.	1886.	P. Cent.	1887.	P. Cent.	
New York.....	\$74,551,453	\$73,586,056	+1·1	\$71,800,812	-7·5	
<i>Sales of—</i>						
<i>(Stocks.....shares.....</i>	(2,132,244	(2,522,923	(-15·3)	(2,508,533	(-1·0)	
<i>(Tobacco.....bales.....</i>	403,741	328,100	(+15·4)	(882,600	(+90·3)	
<i>Cotton.....bushels.....</i>	(30,472,565	(33,710,000	(-9·6)	(19,780,312	(-52·4)	
<i>Petroleum.....bbls.....</i>	(36,348,000	(21,867,000	(+67·1)	(30,828,000	(+51·2)	
Boston.....	\$2,395,093	\$1,040,329	+1·5	\$9,580,445	+10·2	
Providence.....	5,399,300	5,059,590	+6·8	5,514,400	+1·7	
Hartford.....	1,923,418	1,727,400	+12·3	1,527,171	+14·3	
Portland.....	1,240,157	1,240,157	0·0	1,216,118	+2·3	
Worcester.....	1,090,562	993,441	+6·8	942,801	-11·4	
Springfield.....	1,063,640	1,016,814	+5·5	1,130,676	+5·3	
Lowell.....	1,148,480	975,686	+17·7	970,270	+4·8	
Total New England.....	105,157,795	104,648,592	+2·4	108,322,001	+9·2	
Philadelphia.....	\$6,546,782	68,083,620	(-0·7)	61,542,550	(-9·8	
Pittsburg.....	11,056,172	9,207,534	(+20·1)	10,380,505	+2·8	
Baltimore.....	13,289,838	12,107,965	(+9·2)	12,507,241	(-8·4	
Total Middle.....	40,892,792	87,459,149	(+3·9)	84,102,386	(-1·9	
Chicago.....	\$3,410,698	\$1,899,547	+15·4	64,168,584	+5·8	
Cincinnati.....	11,215,750	10,034,700	+5·5	11,492,150	+9·5	
Milwaukee.....	4,486,979	3,926,833	+14·3	4,484,720	+4·2	
Detroit.....	3,898,872	3,267,706	+19·3	4,346,863	+20·2	
Indianapolis.....	1,945,882	1,522,305	+27·8	1,800,653	+5·4	
St. Paul.....	3,948,882	3,498,882	+13·9	3,402,309	+15·1	
Columbus.....	2,513,181	1,821,361	+38·0	2,568,718	+4·8	
Peoria.....	1,326,887	1,005,513	+32·0	1,352,260	+15·8	
Omaha.....	3,042,639	2,093,965	+44·4	3,032,250	+39·7	
Minneapolis.....	5,112,12·1	3,716,82·9	+37·5	5,151,420	+10·8	
Denver.....	2,427,271	2,143,561	+13·2	2,280,401	+14·3	
St. Paul.....	4,543,949	3,612,949	+25·7	4,354,171	+5·3	
Grand Rapids.....	67,610	43·96·0	53·3	633,021	+22·6	
Wichita.....	636,199	465,531	+36·7	663,136	+6·0	
Duluth.....	2,605,020	.....	.....	2,817,844	.....	
Topeka.....	1,044,290	.....	.....	248,400	.....	
Total Western.....	108,430,148	92,995,248	+16·6	109,524,755	+9·6	
St. Louis.....	17,520,395	16,301,951	+7·5	18,027,700	+12·8	
St. Joseph.....	1,711,275	883,337	+93·7	1,407,284	(-6·4	
New Orleans.....	10,334,173	7,566,612	+36·6	10,516,150	+50·7	
Louisville.....	4,825,219	3,924,694	+22·8	5,056,140	+24·5	
Kansas City.....	6,31,087	4,426,969	+40·3	5,582,000	+2·6	
Memphis.....	2,410,529	2,539,416	+23·9	2,354,146	(-4·5	
Galveston.....	2,041,453	1,878,376	+8·7	1,233,069	(-6·6	
Norfolk.....	1,432,698	1,035,702	+35·4	1,330,169	+23·8	
Total Southern.....	47,328,691	49,171,522	+17·8	47,494,451	+18·9	
San Francisco.....	15,146,846	11,731,904	+20·1	17,724,466	+32·8	
Total all.....	1,109,507,725	1,069,502,401	+3·7	1,083,401,871	+2·6	
Outside New York.....	366,956,272	335,066,345	+4·5	367,505,056	+8·6	

\* Not included in totals.

The returns of exchanges for the five days, as received by telegraph, exhibit a decrease from the corresponding period of last week of \$105,760,484. Contrasted with the five days of 1886, the aggregate for the seven cities records a gain of 4·5 per cent. Our estimate for the full week ended October 29 indicates an excess over a year ago of about 7·4 per cent. Messrs. R. G. Dun & Co. report the number of failures for the week ended to-night (October 28), as 216 (193 in the United States and 23 in Canada), against 201 last week and 215 for the same time a year ago.

Returns by Telegraph.	Week Ending Oct. 29.		Week End'g Oct. 22.			
	1887.	1886.	P. Cent.	1887.	P. Cent.	
New York.....	\$55,257,299	\$24,935,480	+29·0	\$19,933,154	(-1·1	
<i>Sales of Stock (shares).....</i>	(1,235,402	(1,326,686	(-6·0)	(1,784,658	(-16·3)	
Boston.....	70,867,006	65,180,077	+8·7	78,255,828	+2·2	
Philadelphia.....	49,409,293	46,321,758	+5·9	56,472,678	+0·6	
Baltimore.....	10,597,009	9,470,752	+11·9	11,161,438	+8·6	
Chicago.....	48,911,000	42,357,000	+15·8	53,989,000	+16·6	
St. Louis.....	13,707,490	11,457,507	+19·6	14,350,041	+7·2	
New Orleans.....	8,742,657	6,399,868	+27·9	8,821,166	+28·1	
Total 5 days.....	757,422,751	705,972,051	+4·5	843,183,265	+0·9	
Estimated 1 day.....	151,067,432	134,139,965	+12·6	163,147,120	+11·1	
Total full week.....	888,479,213	840,112,016	+5·8	1,006,330,394	+2·4	
Balance Country*.....	102,877,493	82,884,421	+24·1	103,371,051	+18·8	
Total week all... DO. 947,874,674	902,978,497	902,978,497	+7·4	1,109,701,631	+3·7	

\* For the full week, based on last week's returns.

## THE FINANCIAL SITUATION.

The conditions with regard to money have so changed at this centre, that it has ceased to be any longer an adverse element in financial or commercial operations. We do not by any means wish to leave the inference that it has become a drug or even that bank rates have declined very materially. Of course so far as bankers' balances represent the condition, there is a considerable decline compared with a few weeks back, and during the past week the extremes have been 6 and 3 per cent, averaging  $3\frac{1}{2}$  per cent. But this movement is seldom representative of the real condition of the markets, in fact very rarely except in special emergencies. So also large amounts have been loaned on time at very low rates on Governments. The Treasury balances in depositary banks have all been put out in that way at  $3\frac{1}{2}$  per cent, and we hear this week of a round sum borrowed of a savings bank at the same rate, the collateral being city bonds and Governments. But none of these operations are really indicative of the market. A better gauge is that time loans can be obtained for three, four and five months on first-rate collateral at 5 per cent, though banks are getting 6 per cent for about all they put out. This, they say, they are able to do, because the out-of-town inquiry from their correspondents, especially in the West and Southwest, is urgent, and takes off any excessive supply. There is more being done in commercial paper by our city institutions, as their lines have run low and the demand from their mercantile customers has subsided. The supply of paper is not abundant, and rates are consequently easier. First class 60 to 90 day bills receivable are quoted at 6 per cent; four months' commission house names are 6@ $6\frac{1}{2}$  per cent; and good single names, having four to six months to run, are  $6\frac{1}{2}$  to  $7\frac{1}{2}$  per cent.

The Bank of England rate remains unchanged at 4 per cent, and discounts of 60 day to 3 months' bank bills in London are easy at 3 per cent, while the open market rate at Paris is  $2\frac{1}{4}$  and at Berlin  $2\frac{1}{4}$  at  $2\frac{1}{4}$  per cent, against  $2\frac{1}{4}$  per cent early in the week, indicating that the flurry caused by the failure of the Leipzig Bank has subsided. As all fear of any withdrawals of gold for America is for the time being removed, and as the trade inquiry is very limited, while the political situation bears a peaceful outlook, there seems nothing for the moment to give any special movement to money. The Bank of England reports a gain of £40,000 bullion during the week, made up, as we are informed by a private cable to us, by an import mostly from South America of £60,000 and by a shipment to the interior of Great Britain of £29,000. The Bank of France lost £179,000, mainly caused, we are informed, by a movement to the colonies.

Our foreign exchange market has been dull but firm all the week, until Friday, when first there was an advance of a half a cent per pound sterling, subsequently a decline of a half cent in both long and short, but finally a recovery again. The higher rates and changed condition of the market have been largely due to the change in our money market. While the stringency lasted it was profitable to employ foreign capital here, so large amounts were transferred through the medium of exchange. Now this money is being returned and that makes an unusual demand for sterling, which absorbs the offerings not only of bankers' bills but of commercial bills also. The operations of the arbitrage houses have resulted in the making of some drafts against securities, but not enough to produce any decided impression upon the market. Cotton is moving very freely, but in the present conditions of trade and money bills against it are quickly absorbed. Gold

imports are now at an end for the present. The receipts during the week were \$1,360,490 on Saturday, \$217,000 on Monday, and \$14,000 on Tuesday, making a total of \$1,591,490.

So far as trade movements affect exchange, the October trade statement will of course show an alteration in conditions. But up to the first of October the results have not been propitious. Mr. Switzer, of the Bureau of Statistics, has this week issued the figures for September, and although they come the nearest to affording a favorable balance on the merchandise movement of any month since March, the balance still continues to run against us, the imports that month being \$728,000 in excess of the exports; but classing silver as merchandise, which it really is, this would be changed to an excess in exports of \$589,000. That of course takes no account of the 10 millions a month which it has been our custom to allow for undervaluations of imports, freights paid, and interest, &c., due by us to Europe, and which would make the net adverse balance for September  $9\frac{1}{2}$  million dollars. Yet notwithstanding that fact, we have imported of gold in September a net of \$13,913,000, as will be seen from the following statement, arranged in our usual form, showing the imports and exports of merchandise, gold and silver each month this year, and the totals for the same months of previous years.

FOREIGN TRADE MOVEMENT OF THE UNITED STATES—(000s omitted.)

Year.	MERCANDISE.			GOLD.			SILVER.		
	Exports.	Imports.	Excess of Exports.	Im-ports.	Ex-ports.	Excess of Imports.	Ex-ports.	Im-ports.	Excess of Exports.
<b>1887.</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Jan....	<b>71,534</b>	<b>51,951</b>	<b>19,583</b>	<b>3,536</b>	<b>629</b>	<b>2,907</b>	<b>1,915</b>	<b>1,194</b>	<b>721</b>
Feb....	<b>54,777</b>	<b>59,156</b>	<b>*4,379</b>	<b>144</b>	<b>1,677</b>	<b>*1,533</b>	<b>2,351</b>	<b>1,332</b>	<b>1,019</b>
March....	<b>65,317</b>	<b>62,891</b>	<b>2,423</b>	<b>578</b>	<b>2,445</b>	<b>*1,867</b>	<b>1,654</b>	<b>1,218</b>	<b>436</b>
April....	<b>47,598</b>	<b>63,581</b>	<b>*16,013</b>	<b>326</b>	<b>1,494</b>	<b>*1,165</b>	<b>2,647</b>	<b>1,417</b>	<b>1,290</b>
May....	<b>43,234</b>	<b>58,666</b>	<b>*15,430</b>	<b>904</b>	<b>297</b>	<b>607</b>	<b>1,925</b>	<b>1,984</b>	<b>541</b>
June....	<b>47,958</b>	<b>61,232</b>	<b>*13,275</b>	<b>565</b>	<b>620</b>	<b>+115</b>	<b>1,745</b>	<b>982</b>	<b>768</b>
July....	<b>49,394</b>	<b>56,595</b>	<b>*7,199</b>	<b>2,178</b>	<b>490</b>	<b>1,682</b>	<b>2,008</b>	<b>1,335</b>	<b>673</b>
August....	<b>55,426</b>	<b>65,742</b>	<b>*10,316</b>	<b>5,079</b>	<b>242</b>	<b>5,737</b>	<b>2,058</b>	<b>1,718</b>	<b>340</b>
Sept....	<b>55,882</b>	<b>56,010</b>	<b>*728</b>	<b>14,089</b>	<b>176</b>	<b>13,913</b>	<b>2,770</b>	<b>1,462</b>	<b>1,317</b>
<b>1887.</b>	<b>190,494</b>	<b>155,828</b>	<b>*45,332</b>	<b>28,212</b>	<b>\$0,076</b>	<b>*20,166</b>	<b>19,095</b>	<b>12,042</b>	<b>7,043</b>
<b>1886.</b>	<b>185,661</b>	<b>198,255</b>	<b>*12,592</b>	<b>14,930</b>	<b>10,359</b>	<b>+25,422</b>	<b>19,618</b>	<b>11,839</b>	<b>7,779</b>
<b>1885.</b>	<b>174,199</b>	<b>141,247</b>	<b>42,952</b>	<b>11,805</b>	<b>9,050</b>	<b>-2,555</b>	<b>25,442</b>	<b>13,092</b>	<b>12,350</b>
<b>1884.</b>	<b>167,558</b>	<b>189,904</b>	<b>17,654</b>	<b>15,082</b>	<b>10,092</b>	<b>+25,010</b>	<b>21,269</b>	<b>9,825</b>	<b>11,444</b>

\* Excess of imports.

+ Excess of exports.

Some question the need for adding to our indebtedness every month 10 million dollars on account of items which cannot appear in the trade statement. The only way in which one can test the propriety of that method is by an investigation of past results. If it is found that during a series of years we have paid Europe on the average in gold or merchandise that amount over and above paying for our merchandise imports, there seems no escape from the conclusion that there must be a debt accruing against us annually in the same sum, outside of and in addition to the declared imports. The inference which such an inquiry creates may be illustrated by taking the trade movement for the six years prior to 1886. We cannot enter upon that inquiry in detail to-day, but any one, by referring to the official reports, can confirm the following statement of balances for the twelve months of each of the years referred to.

Calendar Year.	Merchandise Balance.	Silver Balance.	Gold Imports and Exports.	Year's Net Balance Up to.
1880.....	\$192,876,249	\$1,332,117	Imp. \$70,583,239	\$123,645,424
1881.....	163,339,679	8,497,429	Imp. 57,795,077	114,012,331
1882.....	15,138,439	8,218,370	Exp. 25,318,551	48,075,880
1883.....	108,099,900	11,651,313	Imp. 16,007,191	103,714,022
1884.....	120,104,568	14,058,971	Exp. 12,990,589	147,154,193
1885.....	101,295,050	15,599,301	Imp. 12,225,070	104,573,372

To illustrate the foregoing take the first year given, 1880. In that year the net merchandise balance in favor of this country was \$192,876,249 and the net silver

balance was \$1,352,417, which together would make a debt due the United States from the outside world on its trade for 1880 of \$194,228,663. Of this the outside world paid us by shipping gold to us in the amount of \$70,583,239, leaving at the end of the year due us and unpaid (unless we had owed them the 10 millions a month referred to) \$123,645,424. The whole six years the aggregate balances thus left unpaid reached \$641,809,837, averaging for each year \$106,968,306. This of course takes no account of the purchase of American securities, which would add so much more to the payments due us, for it is probable that Europe increased its holdings during the most of the years included in the above statement. For example in 1885 it will be remembered the West Shore settlement was effected, and in that year the movement to Europe of our stocks and bonds was unusually free; but special movements need not be referred to, for without doubt the net increase of foreign holdings in the six years reached a large total. Hence we see no escape from the conclusion that at least 10 millions a month of our foreign trade balance must, during the period stated, be presumed to have been settled in the manner indicated.

In trade circles the tendency in the East still continues in the direction of increasing quietness. This follows in part from the fact that in certain lines of trade, the season for a heavy movement is over, but also in a measure from the naturally conservative attitude which characterizes business. Our merchants are inclined to go slowly and be prudent and cautious. In the West and South trade is much more active. From some sections the complaint of insufficient money is still heard, while rates almost uniformly continue high. It is a fact also that our Eastern banks can place all their surplus funds in the West at a good figure. Such facts as these are illustrative of the situation there. It is possible that the activity may be entirely healthy, for in truth there seems no limit to Western growth, and yet only time can settle the question, and, meanwhile, the East is evidently inclined to proceed cautiously and await developments. The uncertainty, moreover, as to the extent to which new railroad construction work may be carried on next year, also puts an element of doubt into the calculation. We show in another article that in an important section of the Northwest the crop yield the past season has been as good as it was last year. So far as it goes that is a favorable factor. On the other hand, with a falling off in railroad construction, the demand for all kinds of iron would also fall off, and this, combined with the heavy production of iron, accounts for the weakness and unsettled state of that trade.

There have been a number of surprises in the returns of earnings this week, some of a favorable nature and others the reverse. Among those of the former kind may be mentioned particularly the September gross of the Chicago & Northwestern. It had been stated very confidently that this would show a loss of \$200,000, and in view of the bad exhibit made by the Burlington & Quincy for August the report found credence. Now we have instead of a loss a gain in the sum of \$107,491. On the other hand, the September statement of the Pennsylvania has caused some disappointment. A substantial gain in the net was expected, whereas it appears that heavier expenses have again more than counterbalanced the increase in gross, leaving the net slightly less than a year ago. What makes the loss in net the more surprising is that the same circumstance—that is, heavier expenses—had reduced the total last year, so that the aggregate now (we are referring to the Eastern system) is the smallest for that month of any year since 1882. An idea

of the great augmentation in expenses will be obtained when we say that as compared with two years ago the amount of the same for September has increased \$863,796—this for one single month and only on the Eastern system. In view of such figures, we think no one will be inclined to claim that the addition represents an increase in the ordinary cost of operating; rather that it must be the result of expenditures for other purposes. It should be stated, too, that on the Northern Central, another one of the Pennsylvania roads, the same heavy increase in expenses and decrease in net for two successive years is observable. It was believed at one time that the increased passenger business arising from the celebration of the Centennial of the Constitution at Philadelphia would add largely to the Pennsylvania's results, but it is now stated that this was rather a hindrance than otherwise, as it interfered with the movement of freight, besides which the passengers were carried at low rates. On the Western lines a much better showing is made, these reporting a surplus above all liabilities of \$255,981 for September this year, against only \$81,328 last year and a deficit of \$90,226 two years ago. Of course, for the nine months to the end of September, very heavy gains are shown, both on the Eastern and Western lines, as will appear from the following table in our usual form.

LINES EAST OF PITTSBURG.	1887.	1886.	1885.	1884.	1883.	1882.
September.	\$	\$	\$	\$	\$	\$
Gross earnings....	5,006,568	4,974,052	4,270,628	4,458,871	4,034,998	4,417,602
Operat'g expenses....	3,248,373	2,857,517	2,384,577	2,571,476	2,712,033	2,683,176
Net earnings....	1,758,193	1,810,835	1,892,051	1,887,395	1,922,305	1,734,436
Western lines....	+255,981	+81,328	-90,226	+50,632	+321,829	+445,870
Result.....	2,014,176	1,897,863	1,801,825	1,938,027	2,244,194	2,180,296
Jan. 1 to Sept. 30.						
Gross earnings....	41,053,673	30,866,283	33,237,632	30,369,690	37,563,907	35,888,778
Operat'g expenses....	26,630,119	23,894,451	22,016,861	22,550,839	23,517,300	22,284,277
Net earnings....	14,123,656	12,971,882	11,220,971	13,542,266	14,076,547	13,604,501
Western lines....	+103,928	-92,436	-124,448	-891,859	+894,368	+1067,773
Result.....	15,159,584	12,879,390	9,976,486	12,880,401	14,970,905	14,672,273

The gross earnings here for September, unlike the net, are very satisfactory—showing as they do a gain of \$332,516 on last year and \$729,940 on 1885—and this is the more gratifying that on the grain movement to New York the road, according to an article in another part of the paper, must have lost some \$23,000. On the Central and West Shore the loss, as compared with last year, in the revenue from through grain traffic, was a still more important item, reaching \$127,000, and yet according to the Central's quarterly statement total gross earnings for the month increased \$341,933. Hence, except for the loss in the grain traffic, the Central would have had an increase of \$468,000 for September, and this is merely an illustration of the very favorable state of the business of the trunk lines at present. We have also had this week a very satisfactory return, both of gross and net, from the Reading for the same month, and likewise from the Central of Georgia. The latter has increased its gross from \$583,457 to \$780,134, and its net from \$248,785 to \$364,231. The Norfolk & Western is another road that is doing quite well, and has net of \$186,305 this year, against \$137,854 last year, and for the nine months \$1,210,297, against \$919,983. The Grand Rapids & Indiana and the Cleveland Columbus Cincinnati & Indianapolis have slightly lost in the net, though both have gained in the gross. The Northern Pacific is another road that has lost in the net, after having gained in the gross.

The stock market for most of the week showed a pretty firm and improving tone, and prices quite generally advanced, but yesterday afternoon under some unfavorable developments a considerable decline ensued and the close was weak. The volume of business has continued small, with operations confined mainly to the professional traders.

One of the favorable influences of the week has been the definite settlement of the disputes between the Northern Pacific and the Oregon Trans-Continental, and the discontinuance of all suits against each other. New York & New England has been strong on rumors of a change of control and the resignation of one of the directors who has the reputation of being actively engaged in forcing prices down. Western Union has been aided by reports that some sort of agreement was under way with the Postal Telegraph for advancing rates. Chicago & Northwestern and the grangers were benefited by the unexpected increase in the September gross earnings of the road. Philadelphia & Reading has been firm and higher on good earnings and the excellent condition of the coal trade, which latter fact also served to advance the properties of the other anthracite carriers. On Thursday it was sought to weaken the market by the circulation of a report that the Missouri Kansas & Texas was to be placed in receiver's hands, but this had only a temporary effect, and the market quickly recovered on the denial of the story. Yesterday afternoon, however, all the Kansas & Texas securities dropped heavily, and this was followed just at the close of business by the announcement that the Chesapeake & Ohio—one of the Huntington roads—had been placed in the hands of a receiver. The effect was to unseat the whole market. The Gould properties have been weak and inclined to lower prices nearly all through the week. It is announced that Mr. Gould and part of his family will leave for Europe to-day for an extended trip.

The following statement, made up from returns collected by us, shows the week's receipts and shipments of currency and gold by the New York banks.

Week ending October 28, 1887.	Received by N. Y. Banks.	Shipped by N. Y. Banks.	Net Interior Movement.
Currency.....	\$974,900	\$1,663,000	Loss... \$689,000
Gold.....	... ...	530,000	Loss... 530,000
Total gold and legal tenders....	\$974,900	\$2,193,000	Loss... \$1,219,000

The above shows the actual changes in the bank holdings of currency and gold caused by this movement to and from the interior. In addition to that movement the banks have lost \$300,000 through the operations of the Sub-Treasury and have gained \$1,500,000 by Assay Office payments for gold imports. Adding these items to the above, we have the following, which should indicate the total loss to the New York Clearing House banks of currency and gold for the week covered by the bank statement to be issued to-day.

Week ending October 28, 1887.	Into Banks.	Out of Banks.	Net Change in Bank Holdings.
Banks' Interior Movement, as above	\$974,900	\$2,193,000	Loss... \$1,219,000
Sub-Treas. opera. and gold imports.	7,300,000	6,160,000	Gain... 1,230,000
Total gold and legal tenders ...	\$8,274,900	\$8,293,000	Loss... \$19,000

The Bank of England gained £40,000 bullion during the week. This represents £60,000 received from abroad and £20,000 sent to the interior of Great Britain. The Bank of France lost 4,175,000 francs gold and 1,275,000 francs silver, and the Bank of Germany, since the last report, shows an increase of 6,320,000 marks. The following indicates the amount of bullion in the principal European banks this week and at the corresponding date last year.

Banks of	October 27, 1887.			October 28, 1886.		
	Gold.	Silver.	Total.	Gold.	Silver.	Total.
England.....	20,092,541	.....	20,092,541	20,026,860	.....	20,026,860
France.....	45,823,582	47,580,532	93,413,114	53,567,784	45,594,794	99,162,578
Germany*....	19,646,040	17,421,063	37,068,000	17,275,880	15,321,120	32,596,000
Aust.-Hung'y	6,866,000	14,605,000	21,471,000	6,588,000	13,730,000	20,318,000
Netherlands..	4,022,000	8,112,000	12,134,000	6,575,000	8,050,000	14,625,000
Nat. Belgium*	2,481,000	1,240,000	3,721,000	2,699,000	1,350,000	4,049,000
National Italy	6,983,000	11,188,000	18,101,000	7,422,000	1,084,000	8,506,000
Tot. this week	105,614,163	90,088,492	196,000,055	114,154,530	85,123,911	199,233,444
Tot. prev. w.k.	105,716,708	89,972,972	195,689,680	114,650,554	85,187,570	199,838,124

\* The division (between gold and silver) given in our table of coin and bullion in the Bank of Germany and the Bank of Belgium is made from the best estimate we are able to obtain; in neither case is it claimed to be accurate, as those banks make no distinction in their weekly reports, merely reporting the total gold and silver; but we believe the division we make is a close approximation.

The Assay Office paid \$231,220 through the Sub-Treasury during the week for domestic and \$1,508,318 for foreign bullion, and the Assistant Treasurer received the following from the Custom House.

Date.	Duties.	Consisting of—			
		Gold.	U. S. Notes.	Gold Certif's.	Silver Certificates.
Oct. 21.	\$335,321 52	\$6,000	\$34,000	\$255,000	\$39,000
" 22.	296,431 38	2,000	47,000	212,000	35,000
" 24.	690,280 53	4,500	72,000	576,000	37,000
" 25.	619,074 95	3,500	78,000	505,000	32,000
" 26.	408,116 01	4,500	62,000	297,000	43,000
" 27.	405,096 37	4,000	80,000	239,000	32,000
Total.	\$2,754,320 76	\$24,500	\$373,000	\$2,134,000	\$218,000

Included in the above payments were \$7,500 in silver coin, chiefly standard dollars.

#### THE CROP YIELD IN THE NORTHWEST.

There is now, and has been for some time, a disposition to regard the railroad outlook in the Northwest as very unfavorable. So far as this view is based upon the increase of new mileage and the building of competing roads in that section, it has of course a certain basis of facts to support it. But in addition an idea has got abroad that the crop situation there is a bad one, that the yield has been very much less than a year ago, and that hence the railroads in that section will have a decidedly smaller volume of cereal traffic during the next ten or twelve months. If the facts and figures that we have gathered are reliable, this latter supposition would seem to be founded on error and misapprehension.

There has been no important reduction in the yield in the Northwest as compared with a year ago. In special districts particular cereals show a falling off in production, but taking that territory as a whole and having regard to all the leading cereals—corn, wheat and oats—the total product for 1887 is found to differ but slightly from that for 1886. This statement may occasion surprise, but we shall cite the figures further below to prove it. That a contrary view should prevail is natural. Corn, for instance, that principal crop, has proved so much smaller than the exceedingly favorable promise held out early in the season—favorable almost beyond precedent—and the disappointment has consequently been so great that one is very apt to compare the result with the imaginary quantity represented by this early promise rather than with the actual outturn in the previous year, or the average for a series of years. We had been looking for extraordinary results, and now find only an ordinary yield.

The fact is also lost sight of that if the crop the present year be an unsatisfactory one, that is precisely what it was in the previous year. In other words, it is exactly the condition the railroads have been living and working under during the last twelve months, in which period they have, on the whole, furnished pretty good returns of earnings, though doubtless not as good as the roads in some other sections. But it will be claimed that the total corn production for the United States, in 1887, is a hundred millions or so smaller even than the poor yield of 1886. That appears to be correct. But what section of the country is responsible for the further loss? Not the Northwestern States, but almost entirely what is called the Central or Middle Western section—Ohio, Indiana and Illinois, large surplus States, and also Michigan, Kentucky and Tennessee. In these six States the indicated yield the present year is over 126 million bushels short of last year, and it is the decrease in that section that cuts down the total yield.

In the Northwestern States on the other hand the yield is generally heavier than in 1886. Iowa, for instance, a State through which so many of the Northwestern roads run, and which next to Illinois has a greater railroad mileage than any other State in the Union, has produced more corn than last year, and with its 206 million bushels excels all other States in total yield—excelling even Illinois, decidedly, which last year stood at the head of the large producers. But a more comprehensive view of the crop situation in the Northwest is afforded by taking all the different States in that section together and comparing not only the yield of corn, but also of wheat and oats, as is done in the following table. The results for 1886 we have taken from the Agricultural Bureau statement of the production for that year, and those for 1887 are our own, based, however, entirely on the Bureau's latest indications of yield. In the case of wheat and oats we have used the Bureau's figures of the average yield per acre in each State in connection with its previous report of the area sown, but in the case of corn our calculations are based simply on the differences in the condition figures October 1 this year and last, as affected by the changes in acreage. Thus for Nebraska, with the corn condition October 1, six per cent poorer than a year ago, and the acreage increased six per cent, the one is regarded as offsetting the other, and the production is stated the same for both years. Made up in this way the results for corn are sure to be changed somewhat when the Bureau statement is finally reported next January, but they ought to be sufficiently close to afford a good idea of the actual situation in that particular. We should say that while properly only Wisconsin, Minnesota, Dakotas, Iowa and Nebraska should be classed as Northwestern States, we have also added Kansas and Missouri because so many of the Northwestern companies have lines running to Kansas City and other Missouri River points, and are thus affected by the yield in those two States.

State.	Corn.		Wheat.		Oats.	
	Indicated Yield, 1887.	Production, 1886.	Indicated Yield, 1887.	Production, 1886.	Indicated Yield, 1887.	Production, 1886.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wisconsin...	29,348,000	28,493,000	13,063,000	14,725,000	34,855,000	30,659,000
Minnesota...	18,710,000	19,405,000	27,224,000	42,856,000	39,942,000	40,733,000
Dakota...	21,960,000	15,805,000	34,833,000	30,704,000	29,812,000	20,051,000
Iowa...	206,801,000	198,817,000	26,837,000	32,455,000	67,480,000	74,454,000
Nebraska...	106,129,000	106,129,000	16,731,000	17,449,000	22,447,000	21,865,000
Total...	382,057,000	369,179,000	118,691,000	138,189,000	191,539,000	201,361,000
Kansas...	114,041,000	126,712,000	9,527,000	14,556,000	33,367,000	23,516,000
Missouri...	152,331,000	143,709,000	29,114,000	21,986,000	59,793,000	30,577,000
Total...	649,329,000	630,600,000	157,332,000	174,731,000	294,996,000	257,454,000

This shows that only two of the States, namely Minnesota and Kansas, indicate a smaller yield of corn than in 1886, and that the total for the whole seven, so far from falling below a year ago, is 10 million bushels greater than then. Missouri particularly makes an excellent comparison, the indicated yield for 1887 being 8½ million bushels greater than the production for 1886. It should be stated perhaps that in some quarters the Kansas yield for 1887 is placed considerably lower than above, but the same authorities greatly increase the production of Iowa and Dakota, so that the grand total would not be affected much; in any event and whatever the changes it does not seem likely that the seven States will show for 1887 a total production materially different from that for last season.

As regards wheat, it is known of course that the States raising the spring variety have not done as well as last year, and that Kansas also has suffered a further reduction, even from its small total of 1886. Hence it is not surprising that five of the seven States should show a diminished production, only Dakota and Missouri exhibit-

ing an increase, leaving the total yield for the seven States nearly 17½ million bushels less than last year. It is only fair to say, however, with reference to the effects of this diminution, that some of them have already been felt and to that extent they will not be an influence in succeeding months. Thus for the period from the beginning of August to the 15th of the present month, the receipts of wheat at the eight principal Lake and River ports of the West (not including Minneapolis) were only 21,900,164 bushels this year against 32,900,267 last year, a falling off of 11 million bushels, of which falling off about 6½ million bushels occurred at Duluth, an exclusively spring-wheat market. In the matter of oats there is a decrease in production in three of the States—Wisconsin, Minnesota, Iowa—but an increase in Dakota, Nebraska, Kansas and Missouri, and the total is about 7½ million bushels in excess of the previous season.

If we combine the three cereals, we get an aggregate for 1887 almost precisely the same as for 1886, the totals being respectively 1,071,357,000 bushels and 1,071,785,000 bushels. Hence, while in individual States and localities some roads may suffer from a diminished yield as compared with 1886, taking the Northwest as a whole the crop situation does not indicate any important changes, though, of course, the low prices prevailing are an unfavorable feature.

#### PRICES AND MANUFACTURE OF COTTON.

Mr. Ellison has issued this week in Liverpool his annual review of Europe's cotton consumption and manufacture for the season ending October first, and we have obtained all the figures by cable. They are instructive not only as a record of this industry for the year, but also for broader reasons. Low prices of commodities are a general condition and the source of world-wide commercial depression. We are repeatedly told by a certain class of economists that these prices—although the start in the decline dates back in most cases ten or more years—are due to over-production. Not stopping to discuss the question whether over-production is not an influence always of short duration, invariably curing itself; passing that question—here is at least one article *not* in excess and which has not been in excess for years back (except as every production may and does now and then in some small measure exceed consumption), and yet as much as any other is involved in the general derangement.

We do not propose to enter upon an investigation of that subject to-day; but because of its connection with the universal search after a remedy, it is important to keep it in mind in studying these trade figures, and especially to note some of the facts and conclusions given later on. The total takings of spinners for the year ending October 1, 1887, have been as follows. We have obtained by cable also the corrected figures for last year and add them as well as those for 1884-85 for comparison.

From Oct. 1 to Oct. 1.	Great Britain.	Continent.	Total.
<b>For 1886-7.</b>			
Takings by spinners...bales	3,388,000	3,387,000	6,772,000
Average weight of bales....	436 lbs.	430 lbs.	433 lbs.
Takings in pounds.....	1,476,182,000	1,456,586,000	2,932,768,000
<b>For 1885-6.</b>			
Takings by spinners...bales	3,203,000	3,211,000	6,414,000
Average weight of bales....	449 lbs.	439 lbs.	444 lbs.
Takings in pounds.....	1,433,151,000	1,409,813,000	2,847,964,000
<b>For 1884-5.</b>			
Takings by spinners...bales	3,085,000	2,961,000	6,016,000
Average weight of bales....	445 lbs.	433 lbs.	439 lbs.
Takings in pounds.....	1,373,189,000	1,282,035,000	2,655,224,000

Expressed in the above form, the differences between the years are not readily seen. That feature is better disclosed by reducing the bales to a common size.

the following we give the stock held by the mills, their takings and their consumption in each of the three years, *all reduced to bales of 400 pounds*. The reader is thus enabled to see at a glance the change in each item, from year to year, both in Great Britain and on the Continent.

Bales of 400 lbs. each.	1886-87.	1885-86.	1884-85.
<b>GREAT BRITAIN—</b>			
Stock Oct. 1 (beginning of year)	55,000	88,000	89,000
Deliveries during year.....	3,690,000	3,595,000	3,432,000
Total supply for year.....	3,745,000	3,683,000	3,521,000
Total consumption for year.....	3,694,000	3,628,000	3,433,000
Stock Oct. 1 (end of year).....	51,000	55,000	88,000
<b>CONTINENT—</b>			
Stock Oct. 1 (beginning of year)	166,000	107,000	152,000
Deliveries during year.....	3,641,000	3,524,000	3,210,000
Total supply for year.....	3,807,000	3,631,000	3,362,000
Consumption during year.....	3,640,000	3,465,000	3,255,000
Stock Oct. 1 (end of year).....	167,000	166,000	107,000

The totals for the whole of Europe for the three years are as follows (in bales of 400 lbs.)

Gt. Britain and Continent.	1886-87.	1885-86.	1884-85.
Stock Oct. 1.....	221,000	195,000	241,000
Deliveries during year.....	7,331,000	7,119,000	6,642,000
Total supply.....	7,552,000	7,314,000	6,883,000
Total consumption.....	7,334,000	7,093,000	6,688,000
Stock Oct. 1 (end of year).....	218,000	221,000	195,000

This is perhaps a sufficiently forcible exhibit to impress any reader with the wonderful proportions and progress of this industry. And yet it is quite incomplete; for of late years the United States and also, though to a lesser extent, India have assumed important positions as cotton spinners adding materially to the world's spinning power. As this development both in India and the United States directly curtails the needs for goods from European sources, the growth in the cotton goods industry can only be seen by combining results in the two countries named with the above figures for Great Britain and the Continent. This we have done in the following, having reduced all the figures to *bales of 400 lbs. each*.

World's Consumption.	Great Britain.	Continent	United States.	India.	Total.
1878-79.....	2,943,000	2,596,000	1,784,000	262,230	7,485,200
1879-80.....	3,350,000	2,750,000	1,981,000	301,480	8,382,480
1880-81.....	3,572,000	2,956,000	2,118,000	371,400	9,017,400
1881-82.....	3,640,000	3,198,000	2,197,000	389,600	9,424,600
1882-83.....	3,744,000	3,385,000	2,375,000	447,400	9,946,400
1883-84.....	3,666,000	3,38,000	2,244,000	520,700	9,810,700
1884-85.....	3,433,000	3,255,000	1,909,000	584,800	9,181,800
1885-86.....	3,628,000	3,465,000	2,278,000	630,300	10,001,300
1886-87.....	3,694,000	3,640,000	2,423,000	711,800	10,468,800

NOTE.—The above does not include American cotton consumed in Canada, in Mexico, and burnt.

It will be remembered that only a few years ago every authority seemed to be agreed that the world's spinning capacity had outstripped the world's consuming capacity. It was widely claimed that expansion on the Continent, in the United States and in India had overdone the business and was going to bring ruin to spinners in Great Britain. This was only in 1884-85. Instead of the forecast proving true, the very next year every part of the world, according to the above, increased its production, bringing the total up to a higher figure than it had ever been before; whereas during the past season (1886-7) now just closed, nearly 500,000 bales more have been added to the consumption of the raw material, making the total cotton consumed by the mills that year 10,468,800 bales. A single further fact must be mentioned—this expansion has been during a period when general trade has been dull and depressed the world over except in the United States.

These conditions and results will bear study. We cannot at this time enter upon the other branch of the subject

the production of the raw cotton. It is sufficient here to repeat what we have already said, that there has been no excessive production of the raw material, any more than there has been of goods. Surplus stocks of both are either at a low ebb or below the average, and yet dragging markets with a complaint of no profits or the narrowest possible margin for profits in both the manufactured and unmanufactured article, is the consentaneous echo the world over. To illustrate how the course of prices of cotton has been affected by or has followed this spurt in manufactures which began two years ago, we have obtained an average annual price of middling uplands at New York by taking the quotation for that grade on each Friday of each week, beginning with the first Friday in October and ending with the first Friday in March for the seasons 1883-4 to 1886-7. Our reason for selecting these months instead of using the prices for the whole year is that the months named cover the period when almost all the crop is marketed, while from early spring and through the summer there is very apt to be a speculation and not infrequently a corner in cotton which prevents those months from being a fair test of trade conditions. Now if the reader will bear in mind that the revival in manufacture began in 1885-6 and that surplus stock of raw cotton (visible and invisible supply) on October 1, 1883, was 2,405,000 bales, and on October 1, 1887, was 1,800,000 bales, he will be able to see the force of the fact that the price of middling uplands made up as above stated averaged for 1883-4 a little over 10½ cents, for 1884-5 a little under 10¾ cents, while for 1885-6 and in 1886-7 the average was only a little over 9¾ cents. Here then is an instance of a great revival in the manufacture of cotton goods, with a decrease in the surplus stock of the raw material, concurrent with a decline of nearly 1½ cents per pound in the raw material. Does that look as if an over-production of cotton produced these very low, and if we may be permitted to use the word *starvation*, prices which the planter is receiving? It seems to us worth while for those who rest on such a belief to overhaul their theories and make them harmonize with these and other similar facts which we can furnish them in other industries, for do not such facts prove that they have by no means diagnosed the case correctly?

But we must pass this point and refer very briefly to other figures received by cable from Mr. Ellison's circular. He estimates that to supply spinner's wants in Europe and America the current season a total supply of 10,192,000 bales of 400 lbs. each will be needed, against a consumption the past season (including burnt and taken for Mexico and Canada) of 9,932,000 bales same weights, or an increase of 260,000 bales. To get all this will, he says, call for a crop in America (if old stocks are not entrenched upon) of 6,864,000 bales (ordinary weights), and of 2,392,000 bales (ordinary weights) from other sources, all of which reduced to average bales of 400 lbs. each, gives the above total of 10,192,000 bales. One can gauge better the degree of probability these results possess by arranging this estimate and last year's figures in the following form.

	1886-87.		1887-88.
	Year's New Supply.	Actual Consumption	Estimated Consumption.
United States..... bales.	6,513,00	6,649,000	6,864,000
East India..... "	1,585,000	1,431,000	1,508,000
Egypt..... "	426,000	406,000	416,000
Sundries..... "	556,000	556,000	468,000
Total ordinary weights..	9,080,000	9,041,000	9,256,000
Total 400-lbs. bales.....	9,973,000	9,932,000	10,192,000

NOTE.—These figures of course include consumption of American in Canada, in Mexico, and burnt.

The first column in the above, giving the details of the new supply last year, is in part estimated by us, as the figures were not included in the cable received; they are not quite accurate as to sources other than America, yet they cannot differ from the actual more than a very few bales. It will be noticed that Mr. Ellison in making up the requirement from the United States at the figure he does has estimated the Egyptian supply about 10,000 bales less than last year the East India supply at about 77,000 bales less and sundries about 88,000 bales less. We may be in error, but we should think that present advices with regard to Egypt would authorize an estimate of supply from that source a little larger instead of a little smaller than last year's yield; with regard to India it is too early for a satisfactory opinion, though it is to be said (1) that last year's crop was an excellent crop, so that estimating the chances a like good result may be thought quite doubtful, but (2) there was about 50,000 bales more afloat from India for Europe on Oct. 1, 1887 than on Oct. 1, 1886; as to the supply from other sources given under the head of "Sundries," we are without sufficient information to form a belief with regard to its extent.

As for the consumption during the current season, almost everything depends upon the activity in general trade in the United States. We think good judges would estimate to-day 100,000 bales increase in America. As to Europe there is even more uncertainty respecting the result. Our readers will find on a subsequent page in our usual Cotton Report a very useful table which we have prepared showing the actual export each month for two years of cotton manufactures from Great Britain *expressed in pounds*. The important fact it shows is that the total exports in 1886-7, although a little more than in 1885-6, were considerably smaller the last six months of the season than the first six months. This change in volume of shipments during later months of course makes it an open question what England's export of goods, and consequently consumption of cotton, will be this season. We have not facts enough about the condition of the industry on the Continent to form an intelligent opinion. The increase has been pretty steady in the past, but whether that indicates continued development during the current season or a temporary rest our readers are as able to judge as we are.

#### SMALLER GRAIN RECEIPTS AND TRUNK LINE EARNINGS.

In our review of earnings for September we pointed out that as compared with the corresponding period in the previous year there had been a great contraction in the grain movement to the Western primary markets, and that this had affected adversely the earnings of the roads in that section of the country. From the figures of the movement to the Atlantic seaboard it is evident that the same circumstance is manifest in this part of the country, with similar effects upon the roads (the trunk-lines) engaged in transporting the stuff.

Last year the receipts of grain at New York and other Atlantic ports in September were unusually large, as was the case also in the West; and this makes the contrast with the small receipts of the present year all the more striking. Thus while in 1886 the deliveries of flour and grain at this port by rail and water reached 17,126,798 bushels, the largest for that month since 1879, this year the deliveries were only 11,321,080 bushels, the smallest for September in a great many years. If we examine the movement at the other Atlantic ports, Boston, Philadelphia and Baltimore, we find much the same story. There the receipts this year were only half those of a year ago,

or but 6,277,347 bushels, against 12,591,254 bushels. Combining New York with the other ports, we get total arrivals of 29,718,052 bushels for September, 1886, and only 17,598,427 bushels for September, 1887, a difference against the present year of over 12 million bushels.

Some have attributed the falling off to the reduced yield the present season of wheat and corn, and by others it is referred to the low prices prevailing for wheat which it is claimed have induced farmers to hold back, at least temporarily, considerable amounts of that staple. Not unlikely both influences have had more or less effect. Certainly a very large part of the falling off is found in the item of wheat, though the decrease is by no means confined to that cereal, but extends to all the other cereals, with one exception. At New York the receipts of wheat were only 4,042,554 bushels, against 7,055,038 bushels last year; at the other three ports the contraction is still more marked, the receipts being only 1,492,583 bushels, against 5,222,165 bushels. In a word, the wheat receipts at the four Atlantic ports have fallen off 6 $\frac{1}{4}$  million bushels. In the case of flour there is a decrease also in the total of the three ports outside of New York—638,252 barrels, against 738,607 barrels—but at New York there is a slight increase, namely 591,989 barrels, against 555,951 barrels, making however, as will be seen, the combined total less than a year ago. The minor cereals, barley, rye, malt and peas, also all show a decrease, except that in the case of Philadelphia and Boston there is an increase in the receipts of malt. But corn and oats exhibit a falling off only second to that of wheat, New York receiving 1,862,500 bushels of the former, against 3,889,950 bushels in 1886, and the other three ports but 623,241 bushels, against 1,808,475 bushels; while of oats the receipts were 2,128,350 bushels at New York, and 975,271 at the neighboring ports, or 3,103,621 bushels together, against 4,901,575 bushels last year.

It is obvious of course that with this large diminution in the total movement to the seaboard, of this kind of traffic, that the volume of the same over the trunk lines must have correspondingly diminished. At New York there was additional loss from the diversion of an increased proportion of the movement to the canal or water route. This latter is rather surprising in view of the fact that the railroads were offering inducements to shippers in the shape of low rates on through cargoes to Europe. But perhaps it was because the canal was so evidently getting the better of the railroads that the latter were induced to cut rates. Be that as it may, the fact remains that the canal has gained on the railroads. As regards quantity the water route shows a heavy reduction (which is natural with the total movement so much reduced), but it has increased its proportion of the total from 46.86 per cent to 53.93 per cent, or fully 7 per cent while the proportion coming by rail has been cut down from 51.24 per cent to 45.35 per cent. The following will show the amounts and ratios brought in at New York by each of the various routes, rail and water, in September of the last six years. It will be seen that the canal's percentage is the largest for any of the years given, while the railroads, against 45 per cent for 1887, had over 70 per cent of the movement in one of the earlier years, when moreover there were only three trunk lines to New York instead of five as now. Of course in some of the years the proportions coming by rail and by canal have been affected by the prevalence of a rate-war among the roads, in which freight was taken at a very low figure, but it is interesting to observe that, irrespective of that fact, the percentage by the railroads is the smallest for any of the years given.

## RECEIPTS OF GRAIN AT NEW YORK BY ROUTES DURING SEPTEMBER.

September.	1887.	1886.	1885.	1884.	1883.	1882.
N. Y. Cent...bush.	2,142,238	3,151,427	3,261,875	2,505,521	2,802,627	4,241,107
Per cent.	18.92	18.40	21.98	17.18	16.77	34.08
Erie.....bush	1,035,83	1,882,877	2,541,694	2,139,653	3,927,942	2,602,441
Per cent.	9.17	10.91	17.11	14.68	23.50	20.92
Pennsylv'a...bush.	854,810	1,063,118	1,478,913	1,473,750	1,587,148	1,850,663
Per cent.	7.55	6.22	9.95	10.10	9.50	14.87
Del. L. & W...bush.	380,871	950,056	388,998	545,628	562,184	.....
Per cent.	3.36	5.54	2.62	3.74	3.36	.....
West Shore...bush.	551,861	1,202,972	1,423,51	.....	.....	.....
Per cent.	4.88	7.08	9.65	.....	.....	.....
Various RR...bush.	166,120	522,100	37,335	851,536	33,589	19,414
Per cent.	1.47	3.64	0.25	5.84	0.21	0.16
Total RR...bush.	5,134,313	8,775,550	9,142,366	7,516,138	8,913,487	8,714,015
Per cent.	45.35	51.24	61.54	51.51	53.34	70.63
River & coast...bush.	81,767	325,810	375,049	262,582	310,331	157,288
Per cent.	0.72	1.90	2.52	1.80	1.80	1.27
Canal.....bush.	6,105,000	8,025,358	5,310,038	6,802,200	7,482,630	3,571,230
Per cent.	53.93	46.88	35.94	46.66	44.77	28.70
Total all...bush	11,321,08	17,128,708	14,857,451	14,5-0.929	16,712,418	12,442,473

NOTE.—In the above table flour has been reduced to grain on the basis of 4½ bushels to a barrel, and no distinction made in the weights of the different kinds of bushels, all being added together on the same basis.

The percentages of the different roads here show some variations from last year, but not enough to call for any special comment. The significant fact is, that every one of the roads records a large falling off in quantity, reaching over a million bushels on the Central, over 650,000 bushels on the West Shore, nearly 850,000 bushels on the Erie, about 570,000 bushels on the Lackawanna, and about 210,000 bushels on the Pennsylvania.

With this diminution in the quantity carried, and also reduced rates in force, the revenue from the traffic has, it need hardly be said, greatly diminished. The cut in rates, as in previous months, was confined to the export business and did not extend to the local through shipments. It is stated that in some cases grain was taken through to Liverpool at a rate no greater than the ordinary tariff on shipments from Chicago to New York. An effort was made on the 19th of September to stop the cutting by an agreement among the companies to charge full tariff rates adding ocean freights on to this, but the effort was only temporarily successful, and by the end of the month reports of concessions were again numerous. Now another attempt is to be made by quoting fixed through rates to the leading European centres, the railroads taking the responsibility for fluctuations in ocean freights, and the rates being uniform via all the seaboard cities. This attempt we should think would be more likely to succeed, and it is to be hoped it will. However, it has no bearing on last month's figures, and we refer to it merely as one of the current incidents connected with this rate situation. Probably the average realized on the grain shipments during September was not above 20 cents per 100 lbs., Chicago to New York, but to be safe we take it at 22 cents, against full 25 cents in September last year, one-half the amount being in each case considered as belonging to the roads east of Buffalo. On this basis, the revenue to the five lines to New York on the shipments above, would be about as follows, the results for both 1886 and 1885 being added.

## APPROXIMATE GROSS REVENUE FROM THROUGH GRAIN TONNAGE.

	September.			Jan. 1 to Sept. 30.		
	1887.	1886.	1885.	1887.	1886.	1885.
	\$	\$	\$	\$	\$	\$
New York Central.....	94,000	177,000	81,000	993,000	1,230,000	986,000
Erie.....	46,000	166,000	65,000	902,000	907,000	651,000
Pennsylvania.....	37,000	60,000	38,000	387,000	447,000	442,000
Del. Lack. & West.....	17,000	53,000	10,000	211,000	463,000	179,000
West Shore.....	21,000	68,000	35,000	391,000	319,000	285,000
Total.....	218,000	461,000	225,000	1,884,000	3,366,000	2,543,000

We thus reach a total revenue from this source on the five roads in question of only \$218,000 this year, or smaller even than in 1885. In 1886 it will be observed the amount was over twice what it now is, or \$464,000. Of course this movement covers but one item and that at

present a small one in the total traffic. This is better seen in the returns for the nine months to the end of September during which period the trunk lines so far as made public have furnished good exhibits, and yet the revenue from this through grain movement was much smaller than in 1886, though above that for the corresponding period in 1885. The following shows the deliveries by each of the various routes for the nine months.

## RECEIPTS OF GRAIN AT NEW YORK, BY ROUTES, JAN. 1 TO SEPT. 30.

Jan. 1 to Sept. 30.	1887.	1886.	1885.	1884.	1883.	1882.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
N. Y. Cent....	18,711,072	20,841,707	21,834,149	21,653,767	24,53,990	23,930,330
Per cent.	20.63	2.45	28.79	2.82	26.97	35.71
Erie.....	16,447,884	15,173,638	18,140,510	14,915,770	21,265,884	16,194,534
Per cent.	18.17	16.34	19.47	19.34	23.55	21.48
Pennsylv'a.....	7,496,915	7,545,973	11,947,369	8,213,435	10,904,351	10,804,794
Per cent.	8.28	8.13	12.82	10.93	11.30	14.33
Del. L. & W....	3,931,696	7,737,350	4,089,605	3,785,220	3,559,105	.....
Per cent.	4.34	8.33	5.03	4.90	3.94	.....
West Shore.....	7,149,970	5,382,516	8,167,989	.....	.....	.....
Per cent.	7.90	5.80	8.76	.....	.....	.....
Var's RR's.....	5,336,601	4,947,956	601,666	4,202,162	472,417	403,050
Per cent.	5.89	4.68	0.65	5.44	0.52	0.61
Total RR's.....	59,074,525	61,032,143	70,300,173	52,800,360	59,855,818	14,393,008
Per cent.	65.24	75.53	68.33	60.28	72.13	.....
Riv. & coast.....	827,811	1,552,476	2,643,943	1,807,091	2,850,604	1,919,308
Per cent.	0.91	1.67	2.83	2.84	3.18	2.55
Canal.....	30,645,000	30,270,260	20,181,726	22,606,551	27,568,893	19,067,217
Per cent.	33.85	32.60	21.65	29.33	30.56	25.32
Total all.....	90,547,139	92,854,879	93,215,848	77,271,002	90,305,313	75,402,593

## THE SUEZ CANAL AND THE NEW HEBRIDES.

Among the items of intelligence which have reached us during the week, importance is attached to the announcement that France and Great Britain have arrived at an amicable understanding both with regard to the Suez Canal and with regard to the New Hebrides. The announcement is all the more gratifying that it furnishes another illustration of the growth of that sentiment in favor of peace, among most of the leading powers of the world—a characteristic feature to which we have more than once called the attention of our readers.

On Monday last it appears the double convention was signed. The full details have not been made public, but enough is known to justify the opinion that while the arrangements are such as to secure peace, they do not involve the sacrifice of honor on either side. With regard to the Suez Canal, we are told, the convention provides that it shall be kept open in time of war; that a zone or belt on either side is to be determined by international commission; that within the limits so determined and at both approaches, hostilities will be forbidden; that belligerents shall neither embark nor disembark troops or war material on the canal or in the ports of access; and that, if Egypt is unable to compel respect for the treaty, she will have the right to appeal to the Sultan, who, with the signatory powers, will take such steps as may be necessary to enforce obedience. It is also announced that the convention has been approved by Germany, Austria and Russia. With regard to the New Hebrides, it appears that the agreements of 1878 and of 1883 have been confirmed; that France shall evacuate the military posts, and that order shall be maintained on the Islands as formerly by the French and English men-of-war.

The arrangements commend themselves by their common sense provisions. It is not yet time to say what is to be the ultimate fate of Egypt. But whether it is to remain under British protection, or under the joint protection of France and Britain, or whether it is to be neutralized, and made independent or semi-independent, it is absolutely essential that the Suez Canal be recognized as one of the highways of commerce, and that it be not subject to the whims and caprices, or affected by the changing conditions, of any one power. Considering the

use to which the Canal has already been put, one wonders whether such an arrangement as that which has been sketched will command the approval of the British Parliament and people. It was the use which was made of the Canal by Lord Beaconsfield in the early part of 1878 which compelled Russia to halt, and which ultimately substituted the treaty of Berlin for that of San Stefano; and it was the use which was made of the Canal by Lord Wolseley in 1882 which broke the power of Arabi Pasha. Under the new arrangement it might be possible to make such use of it as was made by Lord Wolseley, whose object was to put down a rebellion; but if the convention be accepted in the form in which it has been sent to us, it will not be possible for any future Lord Beaconsfield to terrorize Russia or any other European Power, by using the Canal for the purpose of transporting Indian battalions to Malta. If, then, there is a sacrifice in the arrangement at all, the sacrifice is on the side of the British Power.

But it is difficult under any system of neutralization to see how any other arrangement could be made; and if concession or sacrifice has to be admitted it is all the more praiseworthy that it has been made in the interests of peace. In the event of a rising of the natives in India, it might be found to be extremely difficult to prevent the British Government from using the canal for the conveyance of troops; and it will not be at all a surprise to us to learn that the convention contains some provisional clause looking to such an emergency. The great point gained by such a convention, whatever may be its subordinate provisions, if it should be accepted by all the Powers, will be that the Canal, at all times, in war as in peace, will be a secure pathway for commerce. If the Panama Canal should ever be completed, it will have to come under the same conditions. What is wanted now, and what must more and more become a necessity, is increased facility for international trade and intercourse. The canals and tunnels of the future must be cut for peace, not for war, purposes.

The New Hebrides arrangement, although of less importance than that regarding the Suez Canal, is still of the utmost consequence when looked at from the standpoint of peace or war. Since 1853, France has claimed lordship over New Caledonia and its dependency, the Isle of Pines. But little use was made of the territory till the fall of the Commune and the transportation of the Recidivists. The presence of French ships of war in these waters, where there was no rival power present in any force, led to not unnatural consequences. It encouraged the spirit of conquest or of occupation. Landings were affected on some of the New Hebrides, a group of islands lying a little more to the east, but at no great distance from New Caledonia, and military posts were established. In the meantime the Australian colonies were overrun by escaped convicts from New Caledonia. Complaints were made to the British Government. France was remonstrated with; and yielding to the pressure which was brought to bear upon it, the French Government came under obligations in 1878 and again in 1883. The promises, however, were made only to be broken. Meanwhile the deportation of criminals of a much more degraded sort than the Recidivists continues; and among the Australian colonists who have, naturally enough, a hearty detestation of convict settlements, the opinion prevailed that France had resolved to pollute their neighborhood by the scum of her population. The New Hebrides were to be turned to a use similar to that of New Caledonia. The cry became general in Queensland, in New South Wales and in Victoria, "We have got rid of our own penal colonies; and we shall not

"have French Botany Bays at our very coasts." Deputations were sent to London, and the Imperial Government was informed that if France did not let go her hold on the New Hebrides the colonies would take up arms in their own defence. At the Colonial Conference held in London during the early summer, these views were freely and forcibly expressed in the ears of the Government; and Lord Salisbury, spite of his coldness and apparent haughty indifference, which greatly offended some of the Colonial representatives, found it necessary to give the whole subject his serious consideration. It would not do to let the colonists go to war on their own account. The consequences might be disastrous. The result has been the convention of which we have above given the outline. France continues in possession of New Caledonia; but she lets go her hold upon the New Hebrides. It is the first time that the Australians have raised the cry with any emphasis, "Australia for the Australians;" and the fact is not likely to be forgotten by them that they have already obtained a victory. The influence, the strength of which they have experienced, they will continue to exert; and the presumption is that the deportation of criminals to New Caledonia by the French Government will soon be discontinued.

The most cheering fact in connection with the whole affair is the evidence which it furnishes of an improved state of feeling between France and Great Britain. Since 1882 their relations have not been of the most friendly kind; and they have been pursuing opposite policies. France and England have really no opposing interests; and the absence of good feeling between them has been a cause of regret. This return to a good understanding cannot fail to have a happy effect.

#### IMPORTS AND EXPORTS FOR SEPTEMBER.

The Bureau of Statistics has issued its detailed statement of the foreign commerce of the country for the month of September, and the nine and twelve months ended with Sept. 30, 1887, as well as comparisons for the corresponding periods of the preceding year, as follows.

##### MERCHANDISE.

	For the month of September.	For the 9 Months ended Sept. 30.	For the 12 Months ended Sept. 30.
1887.—Exports—Domestic.....	\$54,568,855	\$481,494,877	\$705,601,539
Foreign.....	712,913	8,908,938	12,633,501
Total.....	\$55,281,768	\$490,493,815	\$718,235,034
Imports.....	56,009,735	535,827,984	701,002,523
Excess of exports over imports.....	\$727,967	\$15,334,169	\$17,232,511
Excess of imports over exports.....			
1886.—Exports—Domestic.....	\$52,837,973	\$475,412,774	\$686,321,038
Foreign.....	1,231,069	10,250,028	13,392,497
Total.....	\$54,069,042	\$485,662,802	\$699,713,535
Imports.....	55,334,983	498,254,650	651,876,291
Excess of exports over imports.....	1,265,941	\$12,591,848	\$44,837,244
Excess of imports over exports.....			

##### GOLD AND SILVER—COIN AND BULLION.

1887.—Exports—Gold—Dom....	\$150,259	\$4,036,378	\$4,950,468
Foreign....	25,638	4,039,423	4,049,937
Total.....	\$175,917	\$8,075,801	\$9,000,405
Silver—Dom....	\$1,541,542	\$13,811,830	\$17,802,839
Foreign....	1,237,258	5,272,717	8,719,899
Total.....	\$2,778,800	\$19,084,547	\$26,552,738
Total exports.....	\$2,954,717	\$27,160,348	\$35,523,143
Imports—Gold....	\$14,089,274	\$28,241,776	\$54,621,185
Silver....	1,461,881	12,042,983	17,426,947
Total.....	\$15,551,155	\$40,283,859	\$72,048,132
Excess of exports over imports.....	\$12,596,438	\$13,123,511	\$36,524,989
Excess of imports over exports.....			
1886.—Exports—Gold—Dom....	\$307,010	\$31,474,419	\$32,769,243
Foreign....	1,350	8,884,199	9,956,929
Total.....	\$308,360	\$40,358,618	\$42,726,172
Silver—Dom....	\$1,233,395	\$12,261,338	\$17,297,640
Foreign....	1,258,913	7,356,447	10,158,804
Total.....	\$2,492,338	\$19,617,785	\$57,456,444
Total exports.....	\$2,600,698	\$59,976,403	\$50,182,616
Imports—Gold....	\$4,994,609	\$14,929,772	\$26,970,132
Silver....	1,463,662	11,838,601	16,519,490
Total.....	\$6,458,271	\$26,768,373	\$43,489,622
Excess of exports over imports.....	\$3,657,573	\$33,208,030	\$26,692,994
Excess of imports over exports.....			

## TOTAL MERCHANTISE AND COIN AND BULLION.

	For the month of Septembe	For the 9 Months ended Sept. 30.	For the 12 Months ended Sept. 30.
1887.—Exports—Domestic	\$56,260,656	\$49,313,085	\$72,354,840
Foreign	1,975,829	18,311,078	25,403,337
Total	\$58,236,485	\$51,744,163	\$73,758,177
Imports	71,560,890	576,111,843	773,050,655
Excess of exports over imports	\$13,324,405	\$58,457,680	\$19,292,478
Excess of imports over exports	\$13,244,405	\$58,457,680	\$19,292,478
1886.—Exports—Domestic	\$54,378,378	\$51,19,48,531	\$736,387,921
Foreign	2,491,362	26,490,674	33,508,230
Total	\$56,869,740	\$545,639,205	\$769,896,151
Imports	61,793,254	525,023,023	698,365,913
Excess of exports over imports	\$20,616,182	\$71,530,238	
Excess of imports over exports	\$4,923,514		

## IMPORTS AND EXPORTS BY PRINCIPAL CUSTOMS DISTRICTS.

CUSTOMS DISTRICTS AND PORTS.	SEPTEMBER, 1887.		IMPORTS.		EXPORTS.	
			9 months ending Sept. 30.		9 months ending Sept. 30.	
	Imports.	Exports.	1887.	1886.	1887.	1886.
	\$	\$	\$	\$	\$	\$
Baltimore, Md.	1,152,046	3,489,897	10,782,491	9,057,679	38,799,293	84,824,407
Boston, Mass.	5,549,065	4,875,159	49,689,309	48,159,820	41,109,349	43,547,142
Buffalo, N.Y.	570,357	49,729	3,096,721	3,997,577	256,105	314,424
Champf'l'n, N.Y.	383,805	222,384	2,750,677	2,214,178	1,319,148	1,198,639
Charles'n, S.C.	51,902	2,140,503	358,962	436,374	6,844,042	7,790,388
Chicago, Ill.	1,487,122	259,805	9,312,653	8,554,714	2,124,890	1,754,396
Cincinnati, O.	166,321	1,887,007	1,583,367	1,114,118	8,256,112	8,256,112
Detroit, Mich.	204,672	2,089	11,954,201	10,850,201	1,254,000	1,254,000
Duluth, Minn.	13,867	529,238	125,922	48,341	11,711,614	1,861,588
Galvest'n, Tex.	66,163	40,021	574,232	458,055	7,418,556	5,233,081
Milw'keee, Wis.	68,481	474,617	345,269	258,000	1,254,000	1,254,000
Minn's'a, Minn.	226,390	54,277	1,902,862	758,037	550,974	652,192
Mobille, Ala.	2,010	275,300	68,229	37,914	2,274,643	2,091,124
New Or'l'n, La.	90,696	2,409,946	7,289,000	6,077,000	40,000,000	40,000,000
New York, N.Y.	35,977,847	25,338,076	352,645,393	328,400,950	229,339,036	234,624,600
Niagara, N.Y.	302,250	+19,034	2,361,121	1,838,000	+35,629	+44,289
Norfolk, Va.	665	505,220	51,626	38,708	7,389,373	5,988,934
Oregon, Oreg.	10,440	228,557	166,263	91,620	1,006,034	
Oswego, N.Y.	142,082	209,443	1,032,265	1,445,241	1,423,633	1,275,387
Philadelphia, Pa.	47,472	113,000	113,000	113,000	1,145,000	1,145,000
Portland, Me.	3,059,502	2,529,387	31,096,996	29,455,516	26,318,773	25,560,711
San Fran, Cal.	139,872	72,752	1,600,808	1,750,516	1,623,357	1,623,357
Savannah, Ga.	2,606,185	2,658,464	31,344,634	30,668,973	22,139,279	25,351,382
St. Louis, Mo.	7,038	2,405,203	92,819	219,413	11,136,422	7,813,183
Vermont, Vt.	254,418	241,810	2,117,840	2,119,545	1,099,000	1,099,000
Willamette, Oreg.	18,987	12,566	4,100,000	3,990,000	1,059,879	1,264,588
Wilmington, N.C.	46,294	117,546	365,824	303,265	1,414,000	1,816,877
Yorktown, Va.	38,441	712,513	327,672	64,608	6,284,048	4,138,769
Totals, (including all other lists.)	56,069,735	55,981,788	535,827,984	498,254,650	490,493,815	485,662,80

Remaining in warehouse September 30, 1886. .... \$31,896,310

Remaining in warehouse September 30, 1887. .... \$29,652,674

\* Interior ports to which merchandise can be transported without appraisement, under act of June 10, 1880.

† Incomplete, in the absence of law providing the means of collecting the statistics of exports to adjacent foreign territory by railroad cars and other land vehicles.

## Monetary and Commercial English News

[From our own correspondent.]

LONDON, Saturday, October 15, 1887.

At times during the past week panicky symptoms have been observed on the Stock Exchange. The speculative markets have been more or less in a state of disorganization. Nothing certainly has occurred to influence appreciably the real value of the various issues either for better or worse, though whatever variation may have occurred should have been productive of greater steadiness. But these movements have of late manifested a growing tendency to frequently repeat themselves. The speculative area so far as stocks are concerned is becoming wider year by year, while the par price of the new issues is placed so low that even those with small means are able to participate in the chance of the great profits which are promised by the advertising toot. Individually these operations do not count for much, but collectively they represent a total which has a somewhat weighty influence upon the markets; in fact, persistent small sales are more likely to unsettle values than the sale of a similar amount of stock in a single block. Apparently the losses lately have fallen mainly upon the professional speculators, who have been living on one another. The public do not appear to have supported the markets. This unsound condition of Stock Exchange dealings has a very bad effect upon the introduction of new companies. It is known that there is a long list ready, but times are too unpropitious, and the schemes are therefore shelved until a more convenient season. The delay is no doubt very vexatious to the syndicates and others immediately interested, but in their present temper the public could hardly be expected to support any project which was not thoroughly stable. Meanwhile it is some consolation to recognize that the signs of improving trade are multiplying. The recent issue of the Board of Trade returns was not unsatisfactory, and the traffic statements on the goods rail-

ways are increasing. A larger volume of business is thus clearly shown, which may perhaps be further increased by the subsidence of monetary stringency.

The money market has entered upon an easier phase. The continued recovery in the American exchange and the cessation of the gold inquiry for New York have had a distinct influence here, especially as the commercial demand for money is only moderate, while balances have so far increased as to induce the discount establishments to lower their rates of allowance on deposits  $\frac{1}{2}$  per cent, giving  $2\frac{1}{2}$  per cent for money at call and  $2\frac{3}{4}$  per cent if with notice. The joint-stock banks have made no change, their allowance being still  $2\frac{1}{2}$  per cent for deposits at notice. Stock Exchange requirements were met by the banks advancing to the House at the rate of about  $4\frac{1}{2}$  per cent per annum for the fortnight. The general charge for short loans has been about  $2\frac{1}{2}$  to 3 per cent. In the Bank of England return the variations are rather important. It is clear that there has been more movement in money. The payment of the dividends has reduced the total of public deposits by £3,174,395, and the repayment of loans has lowered the total of "other securities" by £1,666,748, but in spite of this "other deposits" have increased £1,438,381, the present total being £23,482,961, against £24,662,057 last year. In the matter of reserve there has been a gain of £137,554, owing to the contraction of £253,045 in note circulation and the proportion to liabilities which last week was 38-69 per cent is now 41-59 per cent. As regards bullion a deficiency of £115,491 is shown, notwithstanding that £103,000 was sent in from abroad during the week. It would therefore appear that about £218,000 has gone into general circulation. The amount of the reserve is now £11,315,766, or about £684,000 more than last year and the stock of bullion which is £20,004,541 shows a deficiency compared with that period of about £280,000.

The rates for money have been as follows:

London	Bank Rate.	Open market rates.						Interest allowed for deposits by	
		Bank Bills.			Trade Bills.				
		Three Months	Four Months	Six Months	Three Months	Four Months	Six Months		
Sept. 9	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	2 1/2 2 1/2 2 1/2	
" 16	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2 3 1/2 3 1/2	
" 23	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2 3 1/2 3 1/2	
" 30	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2 3 1/2 3 1/2	
Oct. 7	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2 3 1/2 3 1/2	
" 14	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	2 1/2 2 1/2 2 1/2	

The following return shows the position of the Bank of England, the Bank rate of discount, the price of consols, &c., compared with last three years:

	1887.	1888.	1885.	1884.
Circulation, excluding 7-day and other bills.	£ 24,888,715	£ 25,402,345	£ 23,173,855	£ 25,958,630
Public deposits.	3,549,528	3,520,750	3,751,276	4,411,939
Other deposits.	23,481,911	24,662,051	31,19,606	24,534,400
Government securities.	19,750,980	15,935,215	15,583,802	15,200,996
Other securities.	19,772,274	19,15,878	22,029,059	21,214,780
Reserve of notes and coin.	11,315,766	10,631,853	12,358,299	10,280,849
Coin and bullion.	20,004,541	20,284,198	21,548,134	20,489,479
Reserve to liabilities.	41 59 p. c.	37 1/2 p. c.	34 1/2 p. c.	35 1/2 p. c.
Bank rate.	4 p. c.	3 1/2 p. c.	2 p. c.	3 p. c.
Consols.	102 9-16d.	100 1/4	100 3-16d.	101 1/4
Clearing-House return.	103,481,000	134,524,000	83,994,000	121,798,000

The Bank rate of discount and open market rates at the chief Continental cities now and for the previous three weeks have been as follows:

Rates of Interest at	Oct. 14.		Oct. 7.		Sept. 30.		Sept. 23.	
	Bank Rate.	Open Market.						
Paris.....	3	2 1/2	3	2 1/2	3	2 1/2	3	1 1/2
Berlin.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Frankfort.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Hamburg.....	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
Amsterdam.....	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Brussels.....	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Madrid.....	4	4	4	4	4	4	4	4
Vienna.....	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
St. Petersburg.....	5	5	5	5	5	5	5	5
Copenhagen.....	3	3	3	3	3	3	3	3

Messrs. Pixley & Abell write as follows on the state of the bullion market:

Gold.—With the exception of some inquiries for India there has been no demand for gold. The Bank has received during the week £10,000, £11,000 from South America, £17,000 from China, £26,000 from Calcutta, £3,000 from the West Indies and £3,000 from the Cape; total, £142,000. Shipments, £40,000 to Bombay.

Silver.—A gradual decline took place during the beginning of this week, and when it became known on Wednesday that the India Council had made sales at under 1s. 5d. per rupee, the fall became more marked. The price to-day is 44d. per oz., which shows a decline of about 1 per cent compared with the quotation last week. Arrivals—£5,000 from Buenos Ayres and £30,000 from New York; total, £35,000. Exports, £40,000 to Bombay.

Mexican Dollars are quite nominal and no transactions have taken place.

The quotations for bullion are reported as follows:

GOLD.		SILVER.			
London Standard.	Oct. 13.	Oct. 6.	London Standard.	Oct. 13.	Oct. 6.
	s. d.	s. d.		d.	d.
Bar gold, fine....oz.	77 9	77 9	Bar silver.....oz.	44	44 13-18
Bar gold, contain'g 20 dwt silver....oz.	77 10	77 10	Bar silver, containing 5 grs. gold....oz.	44 13-18	
Span. doubloons....oz.	.....	.....	Cake silver.....oz.	47 7-16	47 15-16
8 Am. doubloons....oz.	.....	.....	Mexican dols....oz.	.....	.....

The fortnightly settlement on the Stock Exchange concluded this week was rather disastrous, five failures being announced. The decline of Canadian, American and Mexican railway securities has been the cause of the embarrassments, but the mischief has been aggravated by unsound and reckless trading. Unfortunately, also, evidence of dishonesty has not been wanting. A clerk in the employ of Messrs. Vagliano Brothers & Co., Greek merchants, is in custody on the charge of forging bills of exchange to an amount variously estimated at from £60,000 to £80,000, the bulk of which has been dissipated on the Stock Exchange. Some of these bills have been utilized to pay differences and others were lodged as cover against speculative dealings. It was owing to a doubt respecting the authenticity of one of these bills and a reference to Messrs. Vagliano on the subject that brought the whole matter to light. People are asking how such a description of cover could have been accepted and whether further unpleasant developments are not likely. The competition for business on the Stock Exchange has certainly of late been very keen and there is possibly less scrupulousness in accepting credits.

The official Receiver in Bankruptcy for Warwickshire has just issued his report and summary of the affairs of Messrs. Greenway, Smith & Greenway, bankers of Warwick & Leamington, and also of their private estates, who, it will be remembered, failed early last month, and the net result shows a deficiency of £311,170. In commercial circles considerable dissatisfaction is felt at the disclosures.

Messrs. Fuller, Herbert & Co., are authorized to receive subscriptions for 6 per cent first gold mortgage bonds for \$1,500,000 (part of an issue of \$3,600,000) of the Atlanta & Hawkinsville Railroad Co. of the U. S. A. The issue price being £195 for \$1,000 bond.

The capital creations for the week have been:

LOCAL.	
St. Helen & Wegan Junction Railway, £10 shares	£550,000
Union Debenture Co. (Limited). Capital, £500,000, in £10 shares, first issue	250,000
Freshwater Yarmouth & Newport Railway, 5 per cent perpetual debentures at 105 per cent	24,000
Freshwater Yarmouth & Newport Railway, 5 per cent perpetual preference, £10 shares at £10 4s. per share	22,000
Metcalf Kincaid & Co., 8 per cent pref., £5 shares	45,000

#### AMERICAN.

The Atlanta & Hawkinsville Railroad, U. S. A., 6 per cent 1st mortg. gold bonds (authorized issue, \$3,600,000), present issue.....	\$1,500,000
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#### COLONIAL.

Gold Field of Appolonia Mining Co. (Limited), £1 shares....	£60,000
Gold Field of Appolonia Mining Co. (Limited), 10 per cent debentures.....	25,000

A firm trade has prevailed for wheat. A quotable advance can hardly be mentioned, but the tendency keeps strong and the advantage remains with sellers. The severe weather hints at an early closing of the navigation, thereby reducing shipments to us, but if we regard the position from a statistical point of view there is still greater reason to anticipate an improvement. The quantity of wheat and flour afloat to us is some 220,000 qrs. less than last year. But the recovery is very slow. The average price for the season is still some 2s. 4d. per qr. below what it was last year, so that there must be a distinct advance before we are placed on a level with 1886. It should not, however, be long before a close approximation is effected, for while the tendency is now towards improvement, last year at this time there was a developing weakness.

The following shows the imports of cereal produce into the United Kingdom during the first six weeks of the season, and other items, compared with previous years:

IMPORTS.				
	1887.	1886.	1885.	1884.
Wheat.....cwt.	6,298,692	7,028,445	8,063,931	8,768,652
Barley.....	1,447,136	2,803,580	2,152,589	2,090,913
Oats.....	1,745,123	2,091,556	1,572,979	1,474,365
Peas.....	277,035	196,164	178,921	128,534
Beans.....	255,025	252,078	566,220	448,535
Indian corn.....	2,549,185	3,462,003	3,121,605	2,766,349
Flour.....	2,402,069	1,974,492	1,255,764	1,886,422

Supplies available for consumption (exclusive of stocks on September 1):

	1887.	1886.	1885.	1884.
Imports of wheat.cwt.	6,298,692	7,028,445	8,063,931	8,768,652
Imports of flour.....	2,402,069	1,974,492	1,255,764	1,886,422
Sales of home-grown.....	5,006,916	4,074,524	5,502,174	6,493,500
Total.....	13,707,677	13,077,461	14,821,869	17,148,574
	1887.	1886.	1885.	1884.
Aver. price wheat.....week. 28s. 7d.	30s. 0d.	30s. 7d.	32s. 2d.	
Aver. price wheat.....season. 28s. 11d.	31s. 3d.	31s. 0d.	33s. 3d.	

The following shows the quantities of wheat, flour and maize afloat to the United Kingdom:

	This week.	Last week.	1886.	1885.
Wheat.....qrs.	1,465,000	1,494,000	1,535,000	1,300,000
Flour, equal to qrs.	94,000	108,000	218,000	146,000

Maize.....qrs. 218,000 202,000 264,000 301,000

#### English Financial Markets—Per Cable.

The daily closing quotations for securities, &c., at London are reported by cable as follows for the week ending October 28.

London.	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
Silver, per oz.....d.	44 1/2	43 7/8	43 7/8	44	44	44 1/2
Consols for money.....	102 1/2	102 11/16	102 13/16	102 15/16	102 15/16	102 15/16
Fr'ch rentes (in Paris) fr.	102 7/8	102 3/4	102 15/16	103 1/16	103	102 15/16
U. S. 4 1/2s of 1891.....	111	111	111	111	111	111 1/2
U. S. 4s of 1907.....	129 5/8	129 7/8	129 7/8	129 7/8	129 7/8	130 1/4
Canadian Pacific.....	54 1/2	53 1/2	53 1/2	54 1/4	55 1/2	55 1/2
Chic. Mil. & St. Paul.....	75 1/2	74 3/8	73	74 3/8	75 1/2	75 1/2
Erie common stock.....	28 3/8	27 5/8	27 3/4	28 1/4	28 5/8	28 5/8
Illinois Central.....	121	120 1/2	119 1/2	119 1/2	120 1/2	120 1/2
Pennsylvania.....	57 5/8	57 1/2	57 1/2	57 1/2	57 1/2	57 1/2
Philadelphia & Reading.....	31 7/8	31 1/4	31 1/8	31 1/4	32 3/8	32 3/8
New York Central.....	109 3/8	108 7/8	108 7/8	109 3/8	110 1/2	110 1/2

#### Commercial and Miscellaneous News

NATIONAL BANKS.—The following banks have recently been organized :

3,803—The McPherson National Bank, Kansas.	Capital, \$100,000
Eli P. Williams, President; W. H. Cottingham, Cashier.	
3,804—The Burrill National Bank of Ellsworth, Maine.	Capital, \$50,000.
Charles C. Burrill, President; James E. Parsons, Cashier.	

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$10,155,381, against \$7,812,794 the preceding week, and \$8,905,539 two weeks previous. The exports for the week ended Oct. 25 amounted to \$5,673,052, against \$6,277,025 last week and \$6,286,022 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Oct. 20 and for the week ending (for general merchandise) Oct. 21; also, totals since the beginning of the first week in January :

#### FOREIGN IMPORTS AT NEW YORK.

For Week.	1884.	1885.	1886.	1887.
Dry Goods.....	\$1,798,034	\$1,625,426	\$1,938,055	\$2,482,225
Gen'l mer'dise.....	4,463,079	6,716,915	7,053,588	7,673,156
Total.....	\$6,261,113	\$8,342,341	\$8,991,643	\$10,155,381
Since Jan. 1.				
Dry Goods.....	\$97,252,497	\$83,401,355	\$97,180,943	\$102,761,818
Gen'l mer'dise.....	249,895,025	228,619,283	255,529,330	278,339,813
Total 42 weeks.	\$347,147,522	\$312,020,638	\$352,710,273	\$381,101,631

In our report of the dry goods trade will be found the imports of dry goods for one week later.

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending October 25, 1887, and from January 1 to date:

	1884.	1885.	1886.	1887.
For the week....	\$6,778,241	\$5,714,072	\$6,804,607	\$5,673,052
Prev. reported....	263,491,421	259,250,637	248,718,707	244,196,756
Total 42 weeks.	\$270,269,665	\$264,964,709	\$255,523,314	\$249,869,808

The following table shows the exports and imports of specie at the port of New York for the week ending Oct. 22, and since January 1, 1887, and for the corresponding periods in 1886 and 1885:

## EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

Gold.	Exports.		Imports.	
	Week.	Since Jan. 1.	Week.	Since Jan. 1.
Great Britain.....	\$ .....	\$130,103	\$300,009	\$5,348,339
France.....	.....	27,427	1,114,808	8,215,206
Germany.....	.....	968,101	2,082,775	17,317,871
West Indies.....	29,350	2,455,738	208,878	4,212,035
Mexico.....	.....	.....	.....	14,146
South America.....	29,600	2,369,511	1,050	230,198
All other countries.....	.....	532,714	8,513	555,166
Total 1887.....	\$58,950	\$6,483,594	\$3,716,033	\$35,922,961
Total 1886.....	43,751	37,354,671	758,204	14,353,189
Total 1885.....	40,480	6,533,800	51,176	8,718,015
<i>Silver.</i>				
Great Britain.....	\$63,000	\$7,651,183	.....	\$211,680
France.....	11,100	845,073	.....	2,216
Germany.....	.....	172,236	.....	182,425
West Indies.....	2,299	211,722	477	408,573
Mexico.....	.....	21,358	.....	73,880
South America.....	.....	57,519	100	214,584
All other countries.....	.....	40,967	196	491,862
Total 1887.....	\$76,699	\$9,000,058	\$773	\$1,585,220
Total 1886.....	115,441	8,178,854	48,098	15,139,651
Total 1885.....	239,466	13,505,394	31,148	1,606,780

Of the above imports for the week in 1887 \$518,635 were American gold coin and \$363 American silver coin. Of the exports during the same time \$58,950 were American gold coin.

**United States Sub-Treasury.**—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

Date.	Receipts.	Payments.	Balances.		
			Coin.	Coin Cert's.	Currency.
Oct. 22	\$ 8	\$ 8	\$ 8	\$ 8	\$ 8
" 23	1,219,774	1,034,532 132,087,545	14,115,231	11,930,262	
" 24	2,831,849	1,312,106 132,052,627	15,501,554	12,008,299	
" 25	1,314,773	1,882,045 132,094,342	14,708,895	12,281,971	
" 26	1,495,308	1,215,923 132,152,600	14,873,457	12,334,536	
" 27	1,314,664	1,326,189 132,180,636	14,767,193	12,403,210	
" 28	1,085,022	1,652,181 132,109,529	14,877,086	11,797,295	
Total...|	9,261,390	8,425,276			

**American Cotton Oil Trust.**—The trustees of the American Cotton Oil Trust have completed the reorganization of the board. N. K. Fairbank, of Chicago, and J. O. Moss, of this city, were elected in place of W. H. Burnett, of Chicago, and Lyman Clapp, of Providence, R. I. The board now is made up as follows: J. H. Flagler, N. K. Fairbank, J. O. Moss, E. Urquhart, J. Aldige, W. P. Anderson, J. H. Kendall, J. L. Macaulay and John Scott. Mr. Flagler has been chosen President. He is President of the National Tube Works of McKeesport, Penn.

**Arizona Mineral Belt.**—Construction upon the Arizona Mineral Belt road has ceased, owing to some misunderstanding between its officers and the Atlantic & Pacific as to the terms of the latter company's subscription. President Nutt of the A. & P. says that the conditions of his company's subscription were never fulfilled. There are now thirty-six miles of track completed on the Arizona Mineral Belt road, and grading done and ties scattered for seven miles more. A halt in construction is necessitated, and meanwhile the road has been leased for operation to the Arizona Lumber Company, which has advanced the company funds partly sufficient to meet its pay roll, said lease being terminable on payment of the debt. There are debts of some \$50,000 in all.

**Atchison Topeka & Santa Fe.**—As to the Chicago extension the work of construction is now going forward with remarkable rapidity. Fully 90 per cent of the grading has been finished, and the track-laying is being pushed at the rate of four miles per day on each division. Up to the present time 144 miles of track have been completed, 68 on the Missouri division and 76 on the Iowa division. This represents almost one-third of the total track-laying of the entire line.

**Atlanta & Hawkinsville.**—London cable advices state that subscriptions are solicited for an issue of \$1,500,000 in 6 per cent first mortgage bonds of the Atlanta & Hawkinsville Railroad Company. The Atlanta & Hawkinsville line begins at Atlanta, entering the city over the East Tennessee Virginia & Georgia Railroad, with which it has a traffic agreement. The \$1,500,000 is part of an authorized issue of \$3,600,000.

**Chester Valley.**—The plan for the reorganization of the Chester Valley Railroad proposes that a long term 4 per cent income mortgage bond be issued, the interest to be payable only if earned, for the principal of the first mortgage of \$500,000. For the arrears of interest on this mortgage, amounting to about \$350,000, 5 per cent preferred stock is to be issued, and for the present stock, amounting to \$71,900, new common stock is to be given, par for par. This has the approval of the committee, but the Reading Railroad Company, which by virtue of the ownership of \$252,000 mortgage bonds practically controls the situation, must also approve of it.

**East Tennessee Virginia & Georgia—Knoxville & Ohio—Waldens Ridge.**—The East Tennessee road has recently come into possession of the Waldens Ridge road, and

will issue its extension mortgage bonds at \$20,000 a mile. The road commences at Knoxville Junction, Tenn., on the Cincinnati Southern, and runs easterly via Oakdale through Oliver Springs to Hawkinsville, with a branch from Oakdale to the mouth of the Little Emery river, a total trackage of about 25 miles. An extension is under construction from Oliver Springs to Clinton, on the Knoxville & Ohio Railroad, 17 miles and two branches of five miles each, making a total mileage of about 52 miles. This acquisition serves to increase the importance of the Knoxville & Ohio line to the East Tennessee system. The Knoxville & Ohio Railroad is the line by which the East Tennessee Virginia & Georgia Railroad makes connection with Louisville and Cincinnati via Jellico. It is of great importance to the system in giving control of the business from northern cities to East Tennessee and points further south. The road was built through the mountain ranges at large cost, and while it is only seventy miles in length, about \$4,000,000 were expended by the City of Knoxville, the counties through which it passes and the present company, in its construction. It cannot be paralleled, by the terms of the charter, within 25 miles, and occupies a commanding position for future business, being the only line reaching the Coal Creek coal fields.

**Ogdensburg & Lake Champlain—Lamoille Valley.**—The Court of Appeals of New York has reversed the decision of the lower court and declared that the Ogdensburg & Lake Champlain Railroad must operate the Lamoille Valley extension and pay the bonds thereof before any payment is made upon Ogdensburg & Lake Champlain income bonds. These bonds amount to \$350,000, and the decision not only declares them valid, but restores the Vanderbilt connection with Northern New England. Counsel for Messrs. R. L. Day & Co., who brought the suit in the interest of the income bondholders, have secured a stay of proceedings, pending a motion to be made for leave to serve an amended complaint.

—Messrs. Blake Bros. & Co., the well-known bankers, offer a first-class city security in the CHRONICLE advertising columns.

**Auction Sales.**—The following were sold this week at auction by Messrs. Adrian H. Muller & Son:

Shares.	Shares.		
54 Hanover Bank.....	180	50 Nat. Bk. of Commerce..	170
12 N. Y. Prod. Exch. Bank.....	110	100 St. Nicholas Nat. Bank..	115
1 Membership N. Y. Pro- duce Exch. (No. 448), \$1,690		20 Bank of New Ainst'dam..	108 <sup>1</sup>
3 Chemical Nat. Bank.....	2,850	200 Merchants Nat. Bank..	141
100 Cinc. Ham. & Day, pref.	21 <sup>1</sup> <sub>3</sub>	5 Chemical Nat. Bank.....	2,853
200 Terre Haute & Indiana..	81 <sup>1</sup> <sub>2</sub>	38 Cent. Park Nor. & East River RR.....	78 <sup>1</sup> <sub>2</sub>
100 Standard Oil Trust.....	160-160 <sup>1</sup> <sub>4</sub>	50 Cinc. Ham. & Day, pref.	23
6 People's Fire Ins. Co....	100	100 Cinc. Ham. & Day, com.	60
80 Continental Ins. Co....	230	Bond.	
65 Howard Ins. Co.....	52	\$2,000 The Railroad Equip't Co., ser. D., 3 reg., 1888..	97 <sup>1</sup> <sub>2</sub>
2 Park Fire Ins. Co.....	85		

## Banking and Financial.

United States Government and other desirable

## SECURITIES

FOR

## INVESTORS.

All stocks and bonds listed on the New York Stock Exchange bought and sold on commission for cash.  
Deposit accounts received and interest allowed on monthly balances subject to draft at sight.

HARVEY FISK & SONS,  
28 NASSAU STREET, NEW YORK.

WM. EDWARD COFFIN.

WALTER STANTON.

## COFFIN &amp; STANTON,

## BANKERS,

## 11 WALL STREET, NEW YORK.

## NEGOTIATE

State, Municipal, Railroad, Water and Gas Bonds.

MONY ADVANCED ON MARKETABLE SECURITIES.

CITY OF TOPEKA, KANSAS,  
6 PER CENT IMPROVEMENT BONDS.  
ISSUED FOR STREET IMPROVEMENTS.

These bonds, besides being based on the credit of the city, are a first lien on all the abutting property, valued at \$6,932,000. Assessed valuation of the City, \$7,276,234; actual valuation over \$25,000,000; total indebtedness, exclusive of this issue, \$422,900. Population about 40,000.

For further particulars call on or address

GRISWOLD & GILLETT,  
3 WALL ST., NEW YORK.

# The Bankers' Gazette.

## DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed, (Days inclusive.)
<b>Railroads.</b>			
Boston & Maine.....	5	Nov. 15	Oct. 28 to —
N. Y. Prov. & Boston (Ston.), quar.	2 1/2	Nov. 10	Nov. 1 to Nov. 11
<b>Banks.</b>			
American Exchange National ...	3 1/2	Nov. 1	Oct. 26 to Nov. 3
Bank of State of New York.....	4	Nov. 10	Oct. 31 to Nov. 12
Fulton National .....	3 1/2	Nov. 1	Oct. 20 to Nov. 1
National City.....	5	Nov. 1	Oct. 29 to Oct. 31
<b>Miscellaneous.</b>			
United States Express (quar.)...	1	Nov. 15	.....

WALL STREET, FRIDAY, Oct. 28, 1887—5 P. M.

**The Money Market and Financial Situation.**—The week has been almost devoid of new features.

The Philadelphia & Reading scheme progresses favorably, and this being now by far the largest operation going on in financial circles it is watched with the more interest. The net earnings of the Railroad and Coal & Iron companies for the month of September were \$1,262,934, double what they were in the same month of 1886, and the net earnings for the ten months of the company's fiscal year ending November 30 now foot up \$9,815,686. As the fixed charges under the reorganization are expected to fall below \$7,000,000 this is a good outlook for the bonds, and it gives an assurance that the new Reading 4 per cent mortgage bonds will rank from the start as a first-class security.

There is another long view of the Reading affair that makes it of great importance, and that is the undoubted fact that it will remove from the anthracite coal companies the great obstacle in the way of harmonious working. Heretofore the Reading has been a weak spot that nothing could overcome, and being in a condition of never-ending impecuniosity, the company broke through every prudent rule and threw its products on the market. Now the case will be different, and the position of the coal roads, as a class, will be much stronger than it has ever been before.

The attack on M. K. & T. stock and bonds has been one of the oddities of the week, and the Street is unable to tell whether it is anything more than a little badgering of Mr. Gould to give him "send-off" before he sails on the Umbria to-morrow; the sales look too large, however, for such by-play.

Just before the close it was known that a receiver had been appointed for the Chesapeake & Ohio Railroad, but this was not regarded as of much importance, as it has only been a question of time for a year or more past when this would be done.

The prospect seems good at the present moment for a full winter business on the trunk lines. We are now within a month of the usual closing of inland navigation, and the export movement of wheat is held in check by the very low prices at Liverpool, while there is almost a certainty of large quantities being needed later on. The demand for anthracite coal at the West can hardly be met, and the traffic will probably continue to be heavy.

The open market rates for call loans during the week on stock and bond collaterals have ranged from 3 to 6 per cent, the usual rates to stockbrokers being 3@4 per cent. To-day the rates were 3@6 per cent. Prime commercial paper is quoted at 5 1/2@6 1/2 per cent.

The Bank of England weekly statement on Thursday showed a gain in specie of £40,000, and the percentage of reserve to liabilities was 45.47, against 43.87 last week; the discount rate remains unchanged at 4 per cent. The Bank of France lost 4,475,000 francs in gold and 1,275,000 francs in silver.

The following table shows the changes from the previous week and a comparison with the two preceding years in the averages of the New York Clearing House banks:

	1887. Oct. 22.	Differ'nc's fr'm Prev. Week.	1886. Oct. 23.	1885. Oct. 24.
	\$	\$	\$	\$
Loans and disc'ts.	331,032,800	Dec. 809,900	341,555,000	340,247,100
Specie.....	76,822,700	Ine. 2,263,200	75,779,400	100,617,300
Circulation.....	8,218,800	Ine. 17,100	8,249,000	10,008,600
Net deposits.....	356,989,900	Ine. 1,734,700	348,633,700	355,189,600
Legal tenders.....	21,788,000	Ine. 273,500	16,848,600	26,717,500
Legal reserve.....	89,247,475	Ine. 433,675	87,158,425	96,257,400
Reserve held.....	98,110,700	Ine. 2,536,700	92,628,000	127,334,800
Surplus.....	9,363,225	Ine. 2,103,025	5,469,575	31,037,400

**Exchange.**—The sterling exchange market has been quiet most of the past week, though there was a slight increase in the demand at one time, principally from importers. Rates have ruled firm to strong, owing to the lack of pressure from commercial bills, the supply of these having been quickly absorbed. Some of the principal drawers advanced their posted rate for long sterling early in the week 3c., and subsequently also advanced the short rate, while others keep the old rates. Posted rates to-day are 4 82@4 82 1/2 and 4 86@4 86 1/2. The gold movement is declining, and only \$1,590,000 have arrived since last Friday, most of which was received early in the week.

To-day the rates on actual business were as follows, viz.: Bankers' 60 days' sterling, 4 81 1/2@4 81 1/2; demand, 4 85 1/2@4 85 1/2; cables, 4 86@4 86 1/2. Commercial bills were 4 80 1/2@4 80 1/2; Continental bills were: Francs, 5 24 1/2@5 25 and 5 22 1/2@5 23 1/2; reichmarks, 94 11-16@94 1/2 and 95 1/2@95 3-16; guilders, 39 1/2@39 1/2 and 39 1/2@40.

The following were the rates of domestic exchange on New York at the under-mentioned cities to-day: Savannah, buying 1/2 discount; selling 1/2 discount@par; Charleston buying 1/2@3-16 discount; selling par; New Orleans, commercial, \$1 25@\$1 50 discount; bank, par; St. Louis, 50c. discount; Chicago, 40@50c. discount.

The rates of leading bankers are as follows:

October 28.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.....	4 82 1/2@4 82 1/2	4 86@4 86 1/2
Prime commercial.....	4 80 1/2@4 81	.....
Documentary commercial.....	4 80 1/2@4 81 1/2	.....
Paris (francs).....	5 25@5 24 1/2	5 22 1/2@5 21 1/2
Amsterdam (guilders).....	39 1/2@40	40 1/2@40 1/2
Frankfort or Bremen (reichmarks).....	94 1/2@94 1/2	95 1/2@95 3/4

**United States Bonds.**—The week's business in Government bonds has been more active than for some time past, though most of the transactions were in comparatively small amounts. Prices of the 4s and 4 1/2s have been quite strong and advancing, and are 1/2@1/2 higher than a week ago.

The closing prices at the N. Y. Board have been as follows:

Interest Periods	Oct. 22.	Oct. 24.	Oct. 25.	Oct. 26.	Oct. 27.	Oct. 28.
4 1/2s, 1891.....reg	Q—Mar.	*108 1/4	*108 1/4	108 1/2	108 1/2	108 1/2
4 1/2s, 1891.....comp.	Q—Mar.	108 1/4	108 1/4	108 1/2	108 1/2	108 1/2
4s, 1907.....reg	Q—Jan.	126 1/4	126 1/4	126 1/2	126 1/2	126 1/2
4s, 1907.....comp.	Q—Jan.	126 1/4	126 1/2	126 1/2	126 1/2	126 1/2
6s, cur'ey, '95.....reg	J. & J.	121	121	121	121	121
6s, cur'ey, '96.....reg	J. & J.	123	123	123	123	123
6s, cur'ey, '97.....reg	J. & J.	125	125	125	125	125
6s, cur'ey, '98.....reg	J. & J.	127	127	127	127	127
6s, cur'ey, '99.....reg	J. & J.	129	129	129	129	129

\* This is the price bid at the morning board; no sale was made.

**State and Railroad Bonds.**—State bonds have had a moderately active business, which has been distributed among quite a number of issues, none showing any special activity. Prices fluctuate little and are not much changed.

The railroad bond market shows some revival of confidence, and during the past week prices have been gradually working upward, there being a decided reaction from the previous depression. The market has shown relatively much more activity than stocks, though the business has been widely distributed and not marked by special activity in any particular classes. There has also been no sharp or decided advance, but prices have generally improved moderately from day to day, and show more or less advance compared with a week ago. Strength in the bond market is usually an indication of increasing confidence in financial circles generally—at least bonds are often the first to respond to improved conditions, and for this reason the bond market is watched with considerable interest. There have been a few exceptions to the general strength, and Kansas & Texas bonds to-day were notably weak, declining very sharply, while Chesapeake & Ohio also fell off at the close on the appointment of a receiver for the company.

**Railroad and Miscellaneous Stocks.**—The stock market has been dull and speculation has been of an unimportant character. Nothing of special interest has been developed during the week in financial circles, and the fluctuations, in most cases, have been comparatively slight. The advance in prices which occurred last week was not further continued this week, and the early dealings were marked by some weakness, though the business was restricted in volume. The bears renewed their attacks, but with more caution, as there are indications of a strong undertone, and the bull element is somewhat more confident than it had been. Later in the week, on bull support and favorable reports of earnings on some of the granger lines, particularly Northwest for September, there was a stronger tone. It had been reported that Northwest would show a decrease, whereas the earnings when reported showed an increase of \$107,000, which fact was immediately used by the bulls and made the basis for a moderate advance. The movement for the week, however, has been somewhat irregular and uncertain, and neither bulls nor bears have gained much advantage. Indications are not wanting of a more confident feeling in financial circles generally, though there is still hesitancy in buying stocks. The absence of any unfavorable developments during the past week and the continuance of satisfactory conditions, while they have not established any advance to speak of, have yet had their effect in increasing the better feeling.

Special features have been few. Northern Pacific preferred was conspicuous in the early depression, but it subsequently recovered. Western Union was quite strong on Thursday on the report of an adjustment of rates with the Postal Company. Kansas & Texas was sharply depressed on the report (subsequently denied) of the probable appointment of a receiver and the reorganization of the company. This, and the appointment of a receiver for Chesapeake & Ohio, depressed the market at the close.

## STOCKS—PRICES AT N. Y. STOCK EXCHANGE FOR WEEK ENDING OCT. 28, AND SINCE JAN. 1, 1887.

STOCKS.	HIGHEST AND LOWEST PRICES.						Sales of the Week, Shares	Range since Jan. 1, 1887.	
	Saturday, Oct. 22.	Monday, Oct. 24.	Tuesday, Oct. 25.	Wednesday, Oct. 26.	Thursday, Oct. 27.	Friday, Oct. 28.		Lowest.	Highest.
<b>Active RR. Stocks.</b>									
Atlantic & Pacific.....	*10 11	10 10 <sup>3</sup>	*9 <sup>7</sup> 10 <sup>1</sup>	10 10	*10 10 <sup>1</sup>	*10 10 <sup>1</sup>	140	9 <sup>1</sup> Oct. 14	15 <sup>1</sup> June 13
Canadian Pacific.....	*51 53	51 <sup>2</sup> 51 <sup>2</sup>	52 <sup>1</sup> 52 <sup>2</sup>	52 <sup>1</sup> 52 <sup>3</sup>	53 <sup>1</sup> 53 <sup>2</sup>	53 <sup>1</sup> 53 <sup>3</sup>	1,640	49 <sup>2</sup> Sept. 20	68 <sup>8</sup> Jan. 13
Canada Southern.....	52 <sup>1</sup> 53	52 52 <sup>2</sup>	52 <sup>1</sup> 52 <sup>3</sup>	53 <sup>1</sup> 53 <sup>2</sup>	53 <sup>1</sup> 53 <sup>2</sup>	52 <sup>1</sup> 53 <sup>3</sup>	9,410	49 July 17	64 <sup>8</sup> May 19
Central of New Jersey.....	72 <sup>1</sup> 73	72 72 <sup>1</sup>	71 <sup>4</sup> 72 <sup>1</sup>	73 73 <sup>1</sup>	73 73 <sup>1</sup>	72 <sup>1</sup> 73 <sup>1</sup>	11,312	55 <sup>4</sup> Jan. 3	86 <sup>4</sup> Apr. 13
Central Pacific.....	30 <sup>7</sup> 30 <sup>8</sup>	30 <sup>8</sup> 30 <sup>4</sup>	*30 31	*30	*31 32	30 <sup>5</sup> 31 <sup>1</sup>	250	28 <sup>2</sup> Oct. 14	43 <sup>8</sup> Apr. 12
Chesapeake & Ohio.....	*5 7	*4 <sup>2</sup> 7	*5 7	*5	*5 <sup>8</sup> 5 <sup>1</sup>	5 5 <sup>2</sup>	550	5 Sept. 29	9 <sup>2</sup> Jan. 8
Do 1st pref.....	*8 11	*8 8 <sup>1</sup>	8 <sup>2</sup> 8 <sup>1</sup>	9 9	11 11	8 8 <sup>2</sup>	416	8 Oct. 25	17 Jan. 13
Do 2d pref.....	6 <sup>3</sup> 6 <sup>4</sup>	*5 <sup>2</sup> 6 <sup>4</sup>	6 <sup>4</sup> 6 <sup>4</sup>	*6	*6	6 6 <sup>2</sup>	185	54 Oct. 11	11 <sup>4</sup> Jan. 20
Chicago Burlington & Quincy.....	128 <sup>1</sup> 128 <sup>3</sup>	126 <sup>1</sup> 128 <sup>2</sup>	126 <sup>4</sup> 126 <sup>1</sup>	127 <sup>1</sup> 128 <sup>1</sup>	128 128 <sup>4</sup>	127 <sup>1</sup> 128 <sup>2</sup>	4,500	123 <sup>5</sup> Oct. 17	156 May 17
Chicago Milwaukee & St. Paul.....	72 <sup>1</sup> 73 <sup>4</sup>	70 <sup>8</sup> 72 <sup>8</sup>	70 <sup>8</sup> 72 <sup>8</sup>	71 <sup>4</sup> 73 <sup>4</sup>	72 <sup>8</sup> 73 <sup>4</sup>	71 <sup>2</sup> 73 <sup>4</sup>	277,590	69 <sup>8</sup> Oct. 17	95 May 18
Do pref.....	112 112	110 <sup>8</sup> 111 <sup>2</sup>	111 <sup>2</sup> 111 <sup>2</sup>	111^{2} 111^{2}	111^{2} 111^{2}	111^{2} 111^{2}	202	110 Oct. 17	127 <sup>4</sup> May 17
Chicago & Northwestern.....	107 <sup>4</sup> 108	105 <sup>4</sup> 107 <sup>4</sup>	105 <sup>4</sup> 108 <sup>1</sup>	107 <sup>4</sup> 108 <sup>4</sup>	107 <sup>4</sup> 108 <sup>4</sup>	106 <sup>4</sup> 108 <sup>4</sup>	93,368	104 <sup>4</sup> Oct. 17	127 <sup>4</sup> June 7
Do pref.....	140 141	140 140	140 140	141 141	141 141	140 140	1,230	137 <sup>5</sup> Oct. 17	153 <sup>4</sup> June 7
Chicago Rock Island & Pacific.....	114 <sup>1</sup> 114 <sup>2</sup>	111 <sup>1</sup> 112 <sup>4</sup>	112 <sup>4</sup> 113 <sup>1</sup>	113 <sup>2</sup> 114 <sup>1</sup>	113 <sup>2</sup> 114 <sup>3</sup>	112 112	2,194	109 <sup>4</sup> Oct. 17	140 <sup>7</sup> May 17
Chicago St. Louis & Pittsburg.....	13 <sup>2</sup> 13 <sup>3</sup>	13 <sup>2</sup> 14 <sup>3</sup>	13 <sup>2</sup> 14 <sup>3</sup>	13 <sup>2</sup> 14 <sup>3</sup>	*13 <sup>2</sup> 14 <sup>3</sup>	*13 <sup>2</sup> 14 <sup>3</sup>	—	12 <sup>4</sup> Sept. 21	22 Apr. 22
Chicago St. Paul Min. & Om. Do pref.....	103 <sup>4</sup> 103 <sup>8</sup>	101 <sup>2</sup> 103 <sup>1</sup>	101^{2} 103^{1}	101^{2} 103^{1}	101^{2} 103^{1}	101^{2} 103^{1}	6,355	34 Oct. 17	54 <sup>2</sup> May 17
Cleveland Col. & Indiana.....	57 58	50 50 <sup>4</sup>	49 <sup>3</sup> 49 <sup>3</sup>	50 <sup>2</sup> 51 <sup>5</sup>	51 51 <sup>2</sup>	51 51 <sup>2</sup>	2,100	47 <sup>4</sup> Oct. 17	78 Apr. 11
Columbus Hocking Val. & Tol. Do pref.....	24 24	23 <sup>8</sup> 23 <sup>8</sup>	23^{8} 23^{8}	23^{8} 23^{8}	23^{8} 23^{8}	23^{8} 23^{8}	1,650	15 Sept. 19	39 <sup>4</sup> Jan. 11
Delaware Lackawanna & Western Do R. & G. O., assess'tn pd.....	125 <sup>5</sup> 126 <sup>1</sup>	124 <sup>1</sup> 125 <sup>6</sup>	124 <sup>1</sup> 126 <sup>1</sup>	125 <sup>5</sup> 126 <sup>1</sup>	126 <sup>1</sup> 126 <sup>7</sup>	125 <sup>5</sup> 126 <sup>7</sup>	49,221	123 <sup>5</sup> Oct. 17	139 <sup>2</sup> June 4
Denver & Rio G., ass'tn pd.....	22 <sup>4</sup> 22 <sup>4</sup>	22 <sup>2</sup> 22 <sup>4</sup>	22 <sup>2</sup> 22 <sup>4</sup>	22 <sup>2</sup> 22 <sup>4</sup>	23 23	*22 <sup>4</sup> 22 <sup>4</sup>	57	850	52 <sup>5</sup> June 4
East Tennessee Va. & Ga. Ry. Do 1st pref.....	10 <sup>2</sup> 10 <sup>2</sup>	10 10 <sup>2</sup>	10 10 <sup>2</sup>	10 10 <sup>2</sup>	10 10 <sup>2</sup>	10 10 <sup>2</sup>	955	9 <sup>2</sup> Oct. 17	7 Jan. 3
Do 2d pref.....	58 58	57 <sup>4</sup> 57 <sup>4</sup>	57 <sup>4</sup> 57 <sup>4</sup>	*56 <sup>5</sup> 56 <sup>8</sup>	56 <sup>8</sup> 58 <sup>4</sup>	58 58 <sup>4</sup>	775	52 Sept. 21	82 <sup>4</sup> Jan. 13
Evansville & Terre Haute.....	20 20	20 20	19 <sup>3</sup> 19 <sup>3</sup>	20 <sup>8</sup> 21	21 21	20 21	1,960	18 Oct. 17	32 Jan. 3
Fort Worth & Denver City.....	*47 <sup>2</sup> 48 <sup>1</sup>	47 <sup>2</sup> 47 <sup>2</sup>	47 <sup>2</sup> 47 <sup>2</sup>	47 <sup>2</sup> 47 <sup>2</sup>	47 <sup>2</sup> 48 <sup>1</sup>	47 <sup>2</sup> 48 <sup>1</sup>	100	80 Sept. 20	200 Oct. 9
Green Bay Winona & St. Paul. Do pref.....	8 <sup>2</sup> 8 <sup>2</sup>	*8 <sup>2</sup> 8 <sup>2</sup>	*8 <sup>2</sup> 8 <sup>2</sup>	*8 <sup>2</sup> 8 <sup>2</sup>	*8 <sup>2</sup> 8 <sup>2</sup>	*8 <sup>2</sup> 8 <sup>2</sup>	340	75 Sept. 21	17 Jan. 7
Illinois Central.....	*11 <sup>6</sup> 11 <sup>7</sup>	11 <sup>6</sup> 11 <sup>7</sup>	11 <sup>6</sup> 11 <sup>6</sup>	11 <sup>7</sup> 11 <sup>7</sup>	11 <sup>7</sup> 11 <sup>7</sup>	11 <sup>7</sup> 11 <sup>7</sup>	1,314	114 Oct. 18	138 May 28
Ind. Bloom. & West. ass. pd. Do pref.....	14 <sup>1</sup> 14 <sup>4</sup>	14 14 <sup>3</sup>	13 <sup>2</sup> 13 <sup>2</sup>	*13 <sup>2</sup> 14 <sup>2</sup>	13 <sup>2</sup> 14 <sup>2</sup>	13 <sup>2</sup> 14 <sup>2</sup>	812	12 Sept. 20	27 <sup>3</sup> April 1
Kingston & Pembroke.....	29 <sup>2</sup> 29 <sup>2</sup>	29^{2} 29^{2}	29^{2} 29^{2}	29^{2} 29^{2}	29^{2} 29^{2}	29^{2} 29^{2}	300	8 <sup>4</sup> Oct. 17	47 <sup>4</sup> April 21
Lake Erie & Western.....	16 16	14 <sup>8</sup> 14 <sup>8</sup>	14 <sup>8</sup> 14 <sup>8</sup>	14 <sup>8</sup> 14 <sup>8</sup>	15 <sup>4</sup> 15 <sup>4</sup>	15 <sup>4</sup> 15 <sup>4</sup>	1,357	13 Sept. 20	24 <sup>2</sup> May 16
Do do pref.....	43 <sup>2</sup> 43 <sup>4</sup>	43 43 <sup>2</sup>	42 <sup>4</sup> 42 <sup>4</sup>	44 44 <sup>3</sup>	44 <sup>2</sup> 45 <sup>1</sup>	43 <sup>5</sup> 44 <sup>1</sup>	3,335	39 Oct. 17	61 Apr. 29
Lake Shore & Mich. Southern.....	92 <sup>8</sup> 93	91 <sup>2</sup> 92 <sup>8</sup>	91 <sup>2</sup> 92 <sup>8</sup>	92 <sup>8</sup> 93 <sup>2</sup>	92 <sup>8</sup> 93 <sup>2</sup>	92 <sup>8</sup> 93 <sup>2</sup>	322 <sup>8</sup>	89 Oct. 14	98 <sup>4</sup> June 30
Long Island.....	90 90	90 90	88 <sup>2</sup> 88 <sup>2</sup>	90 90	88 <sup>2</sup> 90	88 <sup>2</sup> 90	377	85 Sept. 20	99 May 14
Louisville & Nashville.....	57 <sup>8</sup> 58 <sup>4</sup>	56 57 <sup>8</sup>	56 <sup>8</sup> 57 <sup>4</sup>	57 <sup>8</sup> 58 <sup>8</sup>	57 <sup>8</sup> 58 <sup>8</sup>	57 <sup>8</sup> 58 <sup>8</sup>	37,561	54 <sup>1</sup> Oct. 13	70 <sup>4</sup> April 14
Manhattan Elevated, consol. Do pref.....	103 <sup>8</sup> 103 <sup>8</sup>	100 <sup>2</sup> 102 <sup>2</sup>	100 <sup>4</sup> 100 <sup>4</sup>	102 103 <sup>4</sup>	102 102 <sup>4</sup>	100 100	2,080	93 <sup>4</sup> Oct. 31	161 <sup>7</sup> April 20
Michigan Central.....	*84 86	84 84 <sup>6</sup>	85 85	84 <sup>2</sup> 86	85 <sup>4</sup> 86	85 <sup>4</sup> 86	2,050	80 Oct. 19	64 <sup>2</sup> April 5
Mil. Lake Shore & West. Do pref.....	81 84	82 <sup>2</sup> 82 <sup>2</sup>	81 83	82 82 <sup>2</sup>	82 82 <sup>2</sup>	81 <sup>8</sup> 82	740	66 <sup>2</sup> Jan. 6	94 <sup>2</sup> May 18
Minneapolis & St. Louis. Do pref.....	102 104	102 102 <sup>4</sup>	103 103	*101 103	103 103	101 103	880	98 Jan. 4	119 May 18
Missouri Kansas & Texas.....	21 <sup>3</sup> 21 <sup>3</sup>	20 <sup>8</sup> 21 <sup>5</sup>	20 <sup>8</sup> 20 <sup>3</sup>	21 <sup>5</sup> 21 <sup>7</sup>	21 <sup>5</sup> 21 <sup>7</sup>	21 <sup>5</sup> 21 <sup>7</sup>	23,505	17 <sup>3</sup> Oct. 20	34 <sup>4</sup> April 9
Missouri Pacific.....	90 <sup>8</sup> 91 <sup>2</sup>	88 <sup>3</sup> 90 <sup>7</sup>	88 <sup>3</sup> 90 <sup>7</sup>	89 <sup>7</sup> 90 <sup>7</sup>	89 <sup>4</sup> 90 <sup>4</sup>	88 <sup>3</sup> 90 <sup>7</sup>	58,865	86 <sup>1</sup> Oct. 17	112 May 19
Mobile & Ohio.....	*10 12	*10 12	*10 12	12 12	*10 12	10 12	200	9 <sup>2</sup> Oct. 15	19 <sup>4</sup> Jan. 8
Nash. Chattanooga & St. Louis.....	72 72	72 72	72 72	72 <sup>2</sup> 72 <sup>2</sup>	72 <sup>2</sup> 72 <sup>2</sup>	72 <sup>2</sup> 72 <sup>2</sup>	73 <sup>2</sup> 73 <sup>2</sup>	1,200	68 <sup>3</sup> Jan. 3
New York Central & Hudson.....	106 <sup>1</sup> 106 <sup>1</sup>	104 <sup>3</sup> 105 <sup>7</sup>	104 <sup>3</sup> 105 <sup>7</sup>	105 <sup>8</sup> 106 <sup>3</sup>	106 <sup>1</sup> 106 <sup>2</sup>	106 <sup>1</sup> 106 <sup>2</sup>	7,127	101 <sup>4</sup> Oct. 14	114 <sup>5</sup> May 19
New Y. Chic. & St. L., ass'tn'd. Do pref, as'nt'd.....	*15 15 <sup>3</sup>	15 <sup>2</sup> 15 <sup>2</sup>	15 <sup>2</sup> 15 <sup>2</sup>	15 <sup>3</sup> 15 <sup>3</sup>	15 <sup>4</sup> 15 <sup>3</sup>	15 <sup>4</sup> 15 <sup>3</sup>	745	14 Sept. 20	20 <sup>3</sup> May 16
New York Lake Erie & Western Do pref.....	29 29	*28 28	*27 28	*28 28	*28 28	*28 28	300	59 Oct. 13	76 May 23
New York & New England.....	27 <sup>3</sup> 27 <sup>4</sup>	26 <sup>4</sup> 27 <sup>2</sup>	26 <sup>4</sup> 27 <sup>2</sup>	27 <sup>1</sup> 27 <sup>8</sup>	27 <sup>1</sup> 27 <sup>8</sup>	27 <sup>1</sup> 27 <sup>8</sup>	4,895	20 Oct. 12	34 <sup>5</sup> April 12
New York Ontario & Western.....	39 39 <sup>4</sup>	38 39 <sup>3</sup>	37 39 <sup>3</sup>	39 <sup>5</sup> 39 <sup>5</sup>	41 40	39 <sup>5</sup> 40 <sup>3</sup>	89,282	34 <sup>3</sup> Oct. 17	66 May 29
New York Susq. & Western.....	*9 9 <sup>2</sup>	*9 9 <sup>4</sup>	9 9	8 <sup>4</sup> 8 <sup>7</sup>	*8 <sup>4</sup> 9	*8 <sup>4</sup> 8 <sup>7</sup>	865	7 <sup>3</sup> Sept. 20	14 Feb. 14
Norfolk & Western.....	*14 <sup>2</sup> 15 <sup>2</sup>	*14 <sup>2</sup> 15 <sup>2</sup>	*14 <sup>2</sup> 15 <sup>2</sup>	13 <sup>2</sup> 14 <sup>2</sup>	14 <sup>2</sup> 15 <sup>2</sup>	14 <sup>2</sup> 15 <sup>2</sup>	1,350	24 <sup>2</sup> Sept. 21	38 <sup>4</sup> Feb. 14
Northern Pacific.....	20 <sup>7</sup> 21 <sup>2</sup>	20 <sup>8</sup> 20 <sup>4</sup>	20 <sup>4</sup> 21	21 21	21 21	21 21	877	34 <sup>2</sup> Sept. 21	55 <sup>5</sup> May 16
Ohio & Mississippi.....	42 <sup>3</sup> 44 <sup>3</sup>	42 <sup>4</sup> 43 <sup>2</sup>	42 <sup>4</sup> 44 <sup>3</sup>	43 <sup>7</sup> 44 <sup>2</sup>	43 <sup>8</sup> 44 <sup>2</sup>	42 <sup>7</sup> 44 <sup>1</sup>	41,220	41 <sup>3</sup> Oct. 12	63 <sup>2</sup> May 19
Oregon & Trans-Continental.....	23 <sup>4</sup> 24	*23 <sup>2</sup> 23 <sup>4</sup>	23 <sup>2</sup> 23 <sup>4</sup>	23 <sup>2</sup> 23 <sup>4</sup>	24 <sup>2</sup> 24 <sup>1</sup>	24 <sup>2</sup> 24 <sup>1</sup>	1,900	21 Oct. 17	32 <sup>4</sup> April 4
Peoria Decatur & Evansville.....	17 <sup>8</sup> 18 <sup>2</sup>	16 <sup>7</sup> 17 <sup>2</sup>	17 <sup>8</sup> 18 <sup>2</sup>	17 <sup>8</sup> 18 <sup>2</sup>	17 <sup>8</sup> 17 <sup>2</sup>	17 <sup>4</sup> 17 <sup>2</sup>	2,175	16 <sup>7</sup> Oct. 17	35 <sup>5</sup> April 7
Philadelphia & Reading.....	61 61	60 <sup>1</sup> 61 <sup>4</sup>	60 <sup>1</sup> 61 <sup>4</sup>	61 <sup>4</sup> 62 <sup>2</sup>	62 <sup>1</sup> 62 <sup>2</sup>	62 <sup>1</sup> 62 <sup>2</sup>	63 <sup>2</sup> 63 <sup>2</sup>	323,320	34 <sup>2</sup> Oct. 15
Rich'd & West P't Terminal. Do pref.....	53 54 <sup>2</sup>	51 <sup>2</sup> 51 <sup>2</sup>	51 <sup>2</sup> 51 <sup>2</sup>	53 54	53 <sup>2</sup> 53 <sup>2</sup>	53 54	5,120	43 Sept. 20	87 <sup>4</sup> Jan. 17
Some Watertown & Ogdensburg. Do pref.....	*78 84	80 80	*78 82	*78 82	*78 84	80 80	105	75 Oct. 18	95 Jan. 17
St. Louis & San Francisco. Do pref.....	34 <sup>3</sup> 35 <sup>4</sup>	*32 <sup>3</sup> 35	34 34	34 <sup>3</sup> 34 <sup>3</sup>	34 <sup>3</sup> 34 <sup>3</sup>	34 <sup>3</sup> 34 <sup>3</sup>	661	30 Jan. 27	44 <sup>3</sup> May 26
St. Paul & Duluth.....	*110 113	*110 113	*109 113	*110 113	*110 113	*110 113	503	107 Oct. 13	120 June 2
Do pref.....	62 62	60 60	60 60	61 61	60 60	60 60	215	55 Oct. 14	95 June 20
St. Paul Minneap. & Manitoba. Texas & Pacific, ass. paid. Union Pacific. Wab. St. L. & P. P. Com. repts. Do pref.....	100 100 <sup>8</sup>	97 <sup>2</sup> 98 <sup>2</sup>	98 <sup>2</sup> 98 <sup>2</sup>	99 100 <sup>3</sup>	101 102	102 <sup>4</sup> 103 <sup>1</sup>	8,050	94 <sup>3</sup> Oct. 17	120 <sup>7</sup> May 27
23 <sup>4</sup> 24	23 23	23 <sup>3</sup> 23 <sup>3</sup>	23 <sup>3</sup> 23 <sup>3</sup>	24 <sup>1</sup> 24 <sup>1</sup>	24 <sup>1</sup> 24 <sup>1</sup>	24 <sup>1</sup> 24 <sup>1</sup>	16,640	20 Feb. 17	35 <sup>5</sup> May 23
47 <sup>3</sup> 48 <sup>4</sup>	45 <sup>4</sup> 47	45 <sup>4</sup> 47 <sup>5</sup>	46 <sup>5</sup> 46 <sup>5</sup>	48 <sup>4</sup> 48 <sup>5</sup>	46 <sup>7</sup> 47 <sup>5</sup>	45 <sup>4</sup> 47 <sup>5</sup>	64,215	44 Oct. 17	63 <sup>4</sup> May 18
15 <sup>7</sup> 16 <sup>3</sup>	15 <sup>2</sup> 15 <sup>2</sup>	15 <sup>2</sup> 15 <sup>2</sup>	15 <sup>2</sup> 15 <sup>2</sup>	15 <sup>1</sup> 16 <sup>1</sup>	15 <sup>4</sup> 16 <sup>1</sup>	15 <sup>1</sup> 16 <sup>1</sup>	1,000	13 <sup>2</sup> Feb. 1	22 <sup>3</sup> May 6
*30 31	28 <sup>2</sup> 28 <sup>2</sup>	28 <sup>2</sup> 28 <sup>2</sup>	28 <sup>2</sup> 29 <sup>2</sup>	29 <sup>2</sup> *30 <sup>4</sup>	29 <sup>2</sup> 30 <sup>1</sup>	29 <sup>2</sup> 30	1,400	23 <sup>4</sup> Feb. 1	38 <sup>4</sup> May 18
42 42 <sup>8</sup>	41 <sup>2</sup> 42 <sup>4</sup>	40 <sup>4</sup> 40 <sup>4</sup>	41 43	42 43	42 43	42 43	4,750	35 Sept. 21	63 <sup>4</sup> Apr. 18
<b>Inactive Stocks.</b>									
Adams.....	145 145	*140 150	141 141	144 144	144 144	141 <sup>2</sup> 142	135	13	

## BONDS—LATEST PRICES OF ACTIVE BONDS AT N. Y. STOCK EXCHANGE, AND RANGE SINCE JAN. 1, 1887.

Railroad Bonds.	Closing.		Range since Jan. 1.		Railroad Bonds.	Closing.		Range since Jan. 1.	
	Oct. 21	Oct. 28	Lowest.	Highest.		Oct. 21	Oct. 28	Lowest.	Highest.
Atl. & Pac.—W. D. inc., 6s, 1910	25 <sup>3</sup>	25 <sup>1</sup>	23 <sup>3</sup> Oct.	38 <sup>3</sup> June	Mil. Lk. Sh. & W.—1st, 6s, 1921	121 <sup>1</sup>	119	118 Feb.	123 Oct.
Guar. 4s, 1937	82	82	80 <sup>3</sup> Sept.	90 Jan.	Michigan Div.—1st, 6s, 1924	114	114	114 Jan.	121 May
Can. South.—1st guar., 5s, 1908	104 <sup>2</sup>	101 <sup>1</sup>	101 Sept.	109 June	Minn. & St. L.—1st, 7s, 1927	130	130	130 Aug.	133 Jan.
2d, 6s, 1913	90 b.	90 b.	87 <sup>4</sup> Sept.	95 <sup>1</sup> Jan.	Imp. & Equip.—6s, 1922	80 a.	81	81 Aug.	90 Jan.
Can. Iowa—1st, 7s, '99, coup. off	82 b.	80 b.	80 Aug.	94 May	Mo. K. & Tex.—Con., 6s, 1920	87 <sup>1</sup>	78 <sup>3</sup>	78 <sup>3</sup> Oct.	102 <sup>2</sup> Apr.
Central of N. J.—1st, 7s, 1890	105 <sup>3</sup>	105 <sup>3</sup>	104 <sup>2</sup> Aug.	110 Jan.	Consol., 5s, 1920	76	70 <sup>4</sup>	70 <sup>4</sup> Sept.	89 <sup>4</sup> Apr.
Consol. 7s, 1899, assent.	109 <sup>3</sup>	107 <sup>1</sup>	107 <sup>1</sup> Jan.	119 June	Consol. 7s, 1904-5-6	110 <sup>3</sup>	106	106 Oct.	113 <sup>4</sup> Jan.
Convert, 7s, 1902, assent.	111 b.	112 <sup>1</sup>	109 Jan.	118 <sup>3</sup> June	Mobile & Ohio—New, 6s, 1927	112	108 <sup>7</sup>	108 <sup>7</sup> Feb.	114 Apr.
Adjust, 7s, 1903	105 <sup>4</sup>	104 <sup>2</sup>	105 <sup>4</sup> Jan.	105 June	1st, Extension, 6s, 1927	107 b.	107	104 May	108 Sept.
Convert, deb., 6s, 1908	106 a.	97 <sup>1</sup>	83 <sup>7</sup> Jan.	95 Sept.	1st pref. debentures, 7s	43 b.	44	40 Oct.	68 <sup>4</sup> Mar.
Interim bond certificate	97 <sup>7</sup>	97 <sup>1</sup>	100 June	116 Feb.	Mutual Un. Tele.—S. f. s., 1911	87	87	83 Aug.	89 Mar.
Leh. & W. B., con., 7s, 1909, assent	109	108 b.	109 Sept.	Nash. Ch. & St. L.—1st, 7s, 1913	127	129	125 Sept.	131 Apr.	
Am. Dock & Imp., 5s, 1921	100	101 <sup>1</sup>	99 Jan.	102 <sup>5</sup> May	N. Y. Central—Extend., 5s, 1893	104 <sup>1</sup>	105 <sup>2</sup>	103 Aug.	107 <sup>4</sup> Apr.
Central Pacific—gold 6s, 1898	116	113 <sup>2</sup>	113 <sup>2</sup> Feb.	116 June	N. Y. C. & H.—1st, 7s, 1903	132 <sup>3</sup>	132 <sup>3</sup>	130 <sup>2</sup> Sept.	137 May
San Joaquin Br. 6s, 1900	112	111 <sup>2</sup>	101 Feb.	105 Mar.	Debenture, 5s, 1904	106	106	106 Mar.	110 <sup>5</sup> June
Land grant 6s, 1890	99 b.	100 b.	100 July	115 Mar.	N. Y. & Har.—1st, 7s, 1900	131 a.	130	127 <sup>1</sup> Oct.	101 <sup>1</sup> May
Ches. & O.—Pur. m. fund 6s, '98	111 b.	110	110 Sept.	91 Jan.	2d mort., 6s, 1923	96 b.	70	70 Jan.	99 May
6s, gold, ser. B, 1908, coup. off	67 b.	67 b.	66 Sept.	102 Jan.	North Pacific—1st, 6s, 1920	62 <sup>1</sup>	58	58 Sept.	80 Apr.
Exten. coup., 4s, 1896	62 <sup>1</sup>	62	62 Oct.	117 <sup>8</sup>	N. Y. Elevated—1st, 7s, 1906	117 <sup>8</sup>	118	116 <sup>7</sup> Sept.	123 Jan.
6s, currency, 1918	174 <sup>2</sup>	15	15 Oct.	125	Construction, 5s, 1923	125	125	124 <sup>7</sup> Oct.	128 <sup>2</sup> Apr.
Mort., 6s, 1911	90 <sup>2</sup>	90 <sup>7</sup>	90 <sup>7</sup> Oct.	100 Feb.	N. Y. Ont. & W.—1st, 6s, 1914	108 a.	105	106 Sept.	110 Jan.
Che. & So. W.—5-6s, 1911	101	101	101 Oct.	108 <sup>4</sup> June	107 <sup>2</sup>	108	106 Sept.	110 <sup>5</sup> Feb.	
Chic. Bur. & Nor.—1st, 5s, 1926	102 <sup>2</sup>	101	101 Oct.	107 <sup>4</sup> Apr.	1st refunding, 5s, 1937	89	93 a.	87 Oct.	96 <sup>4</sup> May
Chic. Bur. & D.—Deb., 5s, 1913	104 <sup>2</sup>	103	103 Sept.	99 Jan.	Midland of N. J.—1st, 6s, 1910	108 <sup>2</sup>	107	107 Aug.	115 <sup>4</sup> May
Denver Divis., 4s, 1922	93 <sup>4</sup>	93	92 Sept.	104 Jan.	N. O. Pacific—1st, 6s, 1920	74	75	69 <sup>1</sup> Sept.	86 <sup>4</sup> May
Chic. Ind. Coal R., 1st, 5s, '96	36	35	35 Oct.	103 <sup>2</sup>	North Pacific—1st, coup., 6s, '21	115 <sup>3</sup>	115 <sup>3</sup>	113 <sup>4</sup> Sept.	118 <sup>4</sup> Apr.
Ch. Mill. & St. P.—1st, I. & M. 7s, '97	116 b.	116 <sup>2</sup>	117 Oct.	130 <sup>2</sup>	Gen'l, 2d, coup., 1933	98 <sup>2</sup>	98 <sup>2</sup>	96 <sup>4</sup> Oct.	107 <sup>4</sup> Mar.
Consol. 7s, 1905	125 b.	124	125 Oct.	122 <sup>2</sup>	Jameson, R. Val., 1st, 6s, 1936	100 b.	101	106 Sept.	111 May
1st, So. Min. Div.—6s, 1910	111 <sup>7</sup>	112	111 <sup>4</sup> Oct.	119 <sup>2</sup> June	N. Pac. Ter. Co.—1st, 6s, 1933	100	101	100 July	107 <sup>4</sup> June
1st, Chic. & Pac. W. Div.—5s, 1921	121 <sup>2</sup>	103	103 Oct.	109 Jan.	Ohio & Miss.—Consol., 7s, 1898	114 b.	114	114 Oct.	123 Apr.
Wis. & Min. Div.—5s, 1921	100 <sup>3</sup>	100 <sup>2</sup>	100 Oct.	108 May	2d, consol., 7s, 1911	113 a.	111 <sup>2</sup>	111 <sup>2</sup> Jan.	119 Jan.
Terminal 5s, 1914	102	101	101 Oct.	105 <sup>4</sup> May	Springfield Div.—7s, 1905	102 b.	105	102 Oct.	112 <sup>4</sup> Apr.
Chic. & N. W.—Consol. 7s, 1915	138	137 <sup>3</sup>	137 <sup>2</sup> Oct.	124 Jan.	Ohio Southern—1st, 6s, 1921	31 <sup>4</sup>	32	31 Sept.	50 <sup>3</sup> May
Gold, 7s, 1902	128	128	127 Sept.	133 Jan.	2d, inc., 6s, 1921	94	94	89 Sept.	102 <sup>8</sup> May
Sinking fund 6s, 1929	107 b.	107	106 <sup>3</sup> Oct.	110 <sup>2</sup> May	Oregon Impr. Co.—1st, 6s, 1910	94	94	89 Sept.	112 May
Sinking fund 5s, 1929	107 b.	107	108 Sept.	110 <sup>4</sup> Mar.	Ore. R. & Nav. Co.—1st, 6s, 1908	109 <sup>3</sup>	108	108 Jan.	112 May
Sinking fund debent., 5s, 1933	103 <sup>2</sup>	104	103 Sept.	104 <sup>4</sup> Mar.	Consol., 5s, 1925	99 <sup>2</sup>	99	99 Aug.	108 Jan.
25-year debut, 5s, 1909	103 <sup>2</sup>	103	103 July	104 <sup>2</sup> Sept.	Oregon & Transcon.—6s, 1922	92	92	91 Sept.	104 <sup>4</sup> Apr.
Chi. R. I. & Pac.—6s, coup. 1917	131 b.	131 <sup>2</sup>	131 <sup>2</sup> Sept.	135 Jan.	Peo. Dec. & Evans.—1st, 6s, '20	112 <sup>1</sup>	110	110 Mar.	115 <sup>4</sup> June
Exten. & col., 5s, 1934	107 <sup>4</sup>	107	107 July	110 <sup>2</sup> Feb.	Evansv. Div.—1st, 6s, '20	106 a.	105 <sup>4</sup>	104 Oct.	112 Feb.
Chi. St. P. & M. O.—Consol. 6s, '30	119	118 b.	118 Sept.	124 <sup>2</sup> May	Rich & All.—1st, 7s, 1920, tr. rec.	56	55 <sup>4</sup>	54 Oct.	77 Apr.
St. Paul & S. C.—1st, 6s, 1919	122	123	122 Oct.	127 <sup>4</sup> Jan.	Riehm. & Dan.—Cons., 6s, 1915	113	109	109 Sept.	115 June
Chi. St. L. & Pitts.—1st, con., 5s, '32	100	98 <sup>2</sup>	98 <sup>2</sup> Jan.	100 <sup>2</sup>	Debenture, 6s, 1927	106 a.	106	106 Feb.	120 Mar.
C. C. C. & Ind.—Gen. 6s, 1934	104	104	104 Oct.	104 <sup>2</sup> June	Roeb. & Pitts.—1st, 6s, 1921	114	114	114 Feb.	117 Apr.
Col. Coal & Iron—1st, 6s, 1900	95 b.	96 b.	95 Sept.	104 <sup>2</sup> June	Consol., 6s, 1922	113 <sup>2</sup>	108	108 Jan.	117 May
Col. H. Val. & Tol.—Con., 5s, '31	68 <sup>1</sup>	70	68 Sept.	88 <sup>2</sup> June	Ronne W. & Ogg.—1st, 7s, 1891	100 <sup>2</sup>	100 <sup>2</sup>	100 <sup>2</sup> June	104 <sup>3</sup> May
Gen. gold, 6s, 1904	69	69	68 Oct.	121 <sup>1</sup>	Consol., extend., 5s, 1922	99 b.	100 <sup>2</sup>	98 Oct.	104 <sup>3</sup> May
Denver Rio Gr.—1st, 7s, 1900	121	121	121 Oct.	121 <sup>1</sup>	Gen. Ry. & Gd. 1st, 6s, 1925	98	98	98 Oct.	108 <sup>4</sup> Apr.
1st con., 4s, 1936	77 <sup>2</sup>	77	75 <sup>4</sup> Oct.	82 <sup>4</sup> June	2d, income, 5s, 1925	45 b.	50 b.	45 July	75 Apr.
Den. & R. Gr. W.—1st, 6s, 1911	73	73	70 Sept.	82 <sup>2</sup>	St. L. Alt. & T. 1st, 7s, 1894	113 b.	113	113 Aug.	116 June
Assent.	67 <sup>1</sup>	67	64 Sept.	84 <sup>2</sup>	2d, M., pref., 7s, 1894	108 a.	108 <sup>2</sup>	107 Sept.	112 <sup>3</sup> June
Den. So. Pk. & Pac.—1st, 7s, '05	71	71	70 Sept.	109 <sup>2</sup>	Dividend, 5s, 1894	37	30	33 Oct.	48 June
Den. So. Pk. & Pac.—1st, 7s, '05	71	71	70 Sept.	109 <sup>2</sup>	St. L. Alt. & T. 1st, 6s, 1936	99 <sup>2</sup>	99 <sup>2</sup>	98 Sept.	102 <sup>3</sup> Apr.
Det. Mac. & M. Ld. gt. 3 <sup>2</sup>	32	32	31 Sept.	109 <sup>2</sup>	St. L. & Ir. Mrt.—1st, 7s, 1892	42 <sup>7</sup>	42 <sup>7</sup>	42 <sup>7</sup> Sept.	55 <sup>4</sup> Jan.
E. Ten. V. & G. Ry.—Con., 5s, '56	97	97	97 Sept.	109 <sup>2</sup>	2d mort., 7s, 1897	107	107	107 Sept.	115 Jan.
Elli. Lex. & B. Smoky—6s, 1902	97 <sup>8</sup>	97	97 Sept.	109 <sup>2</sup>	Gen. Ry. & land gr., 5s, 1931	87	89 <sup>4</sup>	89 <sup>4</sup> Oct.	114 <sup>2</sup> Mar.
Eric. 1st, con., gold, 7s, 1920	130	133 <sup>1</sup>	129 Sept.	109 <sup>2</sup>	Shenandoah Val.—1st, 7s, 1908	113 b.	113	109 Sept.	115 <sup>2</sup> Jan.
Long Dock, 7s, 1893	112	112	112 Oct.	115 Mar.	6s, Class B, 1906	113 b.	113	112 Sept.	117 Apr.
Long Dock, 7s, 1893	112	112	112 Oct.	120 Mar.	Gen'l mort., 6s, 1931	114 <sup>2</sup>	114	108 <sup>2</sup> Feb.	115 May
Long Dock, 7s, 1893	115 a.	115	115 Jan.	120 <sup>2</sup>	Gen'l mort., 5s, 1931	114 <sup>2</sup>	114	109 <sup>2</sup> Jan.	115 <sup>2</sup> June
N. Y. L. E. & P.—2d con., 6s, 1969	99 <sup>4</sup>	99 <sup>4</sup>	99 <sup>4</sup> Feb.	100 <sup>2</sup>	So. Pac. Mo.—1st, 6s, 1888	101 <sup>4</sup>	101 <sup>4</sup>	101 <sup>4</sup> June	104 <sup>3</sup> May
Funded coupon, 5s, 1969	82 <sup>1</sup>	82 <sup>1</sup>	82 <sup>1</sup> Sept.	104 <sup>2</sup>	2d, consol., 6s, 1909	115 b.	115	114 <sup>2</sup> Oct.	121 Mar.
Fr. W. & Deny. C.—1st, 6s, 1921	82 <sup>1</sup>	82 <sup>1</sup>	82 <sup>1</sup> Sept.	109 <sup>2</sup>	1st cons., 6s, 1933	116 <sup>2</sup>	116 <sup>2</sup>	116 <sup>2</sup> Sept.	120 <sup>4</sup> May
Gal. Har. & San. Ant.—1st, 6s, 19	102	102	102 Sept.	109 <sup>2</sup>	Con. reduced to 4 <sup>1</sup> s	107	107	107 Sept.	115 <sup>2</sup> Jan.
2d, 24 M., 7s, 1905	105	105	105 June	109 <sup>2</sup>	Shenandoah Val.—1st, 7s, 1908	115 <sup>2</sup>	115 <sup>2</sup>	115 <sup>2</sup> Sept.	115 <sup>2</sup> June
West. Division—1st, 5s, 1931	115 a.	114	114 Oct.	115 <sup>2</sup>	Gen'l mort., 6s, 1921	98 <sup>2</sup>	98	98 Sept.	109 May
2d, 6s, 1931	114	114	113 Feb.	116 <sup>2</sup>	So. Pac. Cal.—1st, 6s, 1905-12	110 <sup>2</sup>	110 <sup>2</sup>	110 <sup>2</sup> Oct.	118 Apr.
Gen. mort., 6s, 1921	67 a.	67	55 Oct.	110 <sup>2</sup>	So. Pac. Art.—1st, 6s, 1909-10	110 <sup>2</sup>	110 <sup>2</sup>	110 <sup>2</sup> Oct.	121 Apr.
Ind. Bl. & W.—1st, pref., 7s, 1900	110	110	110 <sup>2</sup> Jan.	110 <sup>2</sup>	So. Pac. Art.—1st, 6s, 1909-10	110 <sup>2</sup>	110 <sup>2</sup>	110 <sup>2</sup> Oct.	121 Mar.
1st, 5s, 1909	90 b.	90 b.	86 Aug.	110 <sup>2</sup>	So. Pac. Art.—1st, 6s, 1909-10	110 <sup>2</sup>	110 <sup>2</sup>	110 <sup>2</sup> Oct.	121 Apr.
2d, 5s, 1909	72	72	72 Sept.	110 <sup>2</sup>	So. Pac. N. M.—1st, 6s, 1911	108 b.	108 <sup>2</sup>	108 <sup>2</sup> Sept.	120 <sup>4</sup> May
Eastern Division—6s, 1921	88	88	88 Sept.	109 <sup>2</sup>	Tex. & Pac.—Incl. & Id. gr., 7s, '15	47	47	43 Sept.	117 <sup>4</sup> Apr.
Income, 6s, 1921	20 <sup>1</sup>	20 <sup>1</sup>	19 <sup>2</sup> Oct.	109 <sup>2</sup>	Rio Grande Div.—6s, 1930	64 <sup>2</sup>	58	58 Sept.	78 <sup>4</sup> May
Int. & Gt. Nor.—1st, 6s, gold, '19	113 b.	112	112 Aug.	122 Mar.	Gen. mort. & term., 6s, 1905	57 b.	60 <sup>4</sup>	56 Sept.	72 Apr.
Coupon, 6s, 1909	83 a.	80	80 Sept.	122 Mar.	Tol. A. A. & N. M.—1st, 6s, 1924	91	92	89 Jan.	100 May
Kent. Cent.—Gold 4s, 1987	73	73	64 Jan.	122 Mar.	Tol. A. A. & Gr. Tr.—1st, 6s, 1921	100	98	98 Jan.	109 <sup>4</sup> June
Knoxy. & O.—1st, 6s, gold, 1925	94 a.	89	89 <sup>2</sup> Sept.	122 Mar.	Tol. Peor. & West.—1st, 7s, '17	100 a.	99 <sup>2</sup>	99 <sup>2</sup> Jan.	112 Feb.
LakeShk.—Con. coup., 1st, 7s, 1900	124	125	124 Aug.	122 Mar.	Tol. & Ohio Cent.—1st, 6s, 1935	92	92	91 Jan.	99 <sup>4</sup> Jan.
Con. coup., 2d, 7s, 1903	122 <sup>1</sup>	123	122 Oct.	122 Mar.	Tol. St. L. & Kan. C.—1st, 6s, 1916	93 <sup>3</sup>	94	92 Oct.	97 <sup>3</sup> June
Long Island—1st, 7s, 1898	122 <sup>1</sup>	122	120 <sup>2</sup> May	125 Sept.	Union Pacific—1st, 6s, 1899	116 <sup>2</sup>	116 <sup>2</sup>	114 Jan.	119 <sup>3</sup> Mar.
1st, consol., 5s, 1931	111 b.	111 <sup>2</sup>	112 <sup>2</sup> July	115 Feb.	Long grant, 7s, 1897-9	116 b.	101	102 Jan.	103 <sup>4</sup> May
Lou. & Nash.—Consol., 7s, 1898	118 b.	118	118 Aug.	121 <sup>2</sup>	Kan. Pacific—1st, 6s, 1895	110 <sup>2</sup>	110 <sup>2</sup>	110 <sup>2</sup> Sept.	120 Feb.
N. O. & Mobile—1st, 6s, 1930	109 a.	108	105 Jan.	121 <sup>2</sup>	1st, 6s, 1896	112 a.	108	109 <sup>2</sup> Sept.	115 May
2d, 6s, 1930	95 b.	95	90 <sup>7</sup> Jan.	121 <sup>2</sup>	1st, 6s, 1896	113 b.	113	112 Sept.	115 <sup>2</sup> Jan.
E. H. & N.—1st, 6s, 1919	115	115	112 July	121 <sup>2</sup>	6s, Class B, 1906	113 b.	113	112 Sept.	117 Apr.
General, 6s, 1930	110	110	107 Jan.	121 <sup>2</sup>	Gen'l mort., 6s, 1931	114 <sup>2</sup>	114	108 <sup>2</sup> Feb.	115 May
Trust Bonds, 6s, 1922	104 <sup>2</sup>	104 <sup>2</sup>	104<						

## BONDS—STOCK EXCHANGE QUOTATIONS ON FRIDAY OF INACTIVE RAILROAD BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
<b>Railroad Bonds.</b> (Stock Exchange Prices.)			Det. Bay C. & Alp.—1st, 6... 1913	106 <sup>1</sup> <sub>2</sub>		Pacific RR.—Central Pacific—		
Atch. Top. & San. Fe.—4 <sup>1</sup> <sub>2</sub> s... 1920	95	106	E. Tenn. Va. & Ga.—1st, 7s... 1900	120	Gold bonds, 6s... 1895	116		
Sinking fund, 6s... 1911	77	80	Divisional 5s... 1930	107	Gold bonds, 6s... 1896	116		
Beech Creek—1st gold, 4s... 1936	77	80	1st, cons., gold, 6s... 1926		Gold bonds, 6s... 1897	116		
Balt. & Ohio—1st 6s, Park B.—1919	117	123	Eliz. C. & N.—S. f., deb., 6s... 1921		Cal. & Oregon—1st, 6s... 1888	101		
5s gold, 6s... 1925	103 <sup>1</sup> <sub>2</sub>	106	1st mortg., 6s... 1920		Cal. & Oregon—Ser. B, 6s... 1892	100		
Registered...			Erie—1st, extended, 7s... 1897	120	Mort. bond, 6s... 1936	1024		
Bost. H. T. & W.—Dep. 5s... 1913	95	106	2d, extended, 5s... 1919	111 <sup>3</sup> <sub>2</sub>	West. Pacific—Bonds, 6s... 1899	112		
Brooklyn Elev.—1st, G., 6s... 1914	105 <sup>1</sup> <sub>2</sub>	108	3d, extended, 4 <sup>1</sup> <sub>2</sub> s... 1923	104 <sup>1</sup> <sub>2</sub>	No. Railway (Cal.)—1st, 6s. 1907	118 <sup>3</sup> <sub>4</sub>	119	
Burn. Co. & No.—1st, 5s... 1906	106 <sup>1</sup> <sub>2</sub>	108	4th, extended, 5s... 1920	117	Union Pac.—1st, 6s... 1896	114 <sup>1</sup> <sub>2</sub>		
Cons. & col. tr., 5s... 1934	99		5th, 7s... 1888	103 <sup>1</sup> <sub>2</sub>	1st, 6s... 1897	116		
Registered...			1st, cons., fd, coup., 7s... 1920		1st, 6s... 1898	115 <sup>3</sup> <sub>4</sub>	116 <sup>1</sup> <sub>2</sub>	
Minn. & St. L.—1st, 7s... 1927	95		Reorg., 1st, 6s... 1908		Col. Trust, 6s... 1898	106		
Iowa C. & West.—1st, 7s... 1909	105		B. N. Y. & L. & W.—Col. tr., 6s... 1922		Col. Trust, 5s... 1907	95		
Ced. Exp. L. F. & N.—1st, 6s... 1920	105		N. Y. L. E. & W.—Col. tr., 6s... 1922		C. Br. U. P.—F. e., 7s... 1895	108		
1st, 5s... 1921			Burn. & S. W.—Mortg., 6s... 1903	90	Atch. Col. & Pac.—1st, 6s. 1905	204	104 <sup>1</sup> <sub>2</sub>	
Buff. N. Y. & Phil.—Cons., 6s... 1921			Evan.—1st, 6s... 1921		Atch. J. Co. & W.—1st, 6s. 1905	100		
Trust certificates... 30			Ft. & P. Mar.—Mortg., 6s... 1920	117	U. S. So.—Gen., 7s... 1909	92 <sup>2</sup>	95	
General 6s... 1924			Grand Rap., 5, Ind.—Gen. 5s... 1924	98	Exten., 1st, 7s... 1909	90		
Trust certificates...			Registered...		Missouri Pacific—			
Cen. I. W.—East'n Div.—1st, 6s... 1912	75		Hand & St. Jons.—Cons., 6s... 1911	116	Verd's V. Ind. & W.—1st, 5s. 1926			
Illinois Division—1st, 6s... 1912			Hous. E. & W. Tex.—1st, 7s... 1899	68	Ler. & C'v. Val. A. L., 1st, 5s. 1926		95 <sup>1</sup> <sub>2</sub>	
Cent. E.R. & Banking Co., Ga.—			Illinois Central—1st, gold, 4s. 1951		St. Louis & San Francisco—			
Collateral gold, 5s... 1937	106 <sup>1</sup> <sub>2</sub>		1st, gold, 3 <sup>1</sup> <sub>2</sub> s... 1951	92	1st, 6s, Pierce C. & O.—1919			
Ches. & O.—6s, gold, ser. A... 1908	101 <sup>1</sup> <sub>2</sub>		Springv. Div.—Coup., 6s... 1898		Equipment, 7s... 1895	107		
Ches. O. & So. West.—2d 6s... 1911			Middle Div.—Reg., 5s... 1921	111	Kan. City & S.—1st, 6s, g. 1916	105		
Chicago & Alton—1st, 7s... 1893	113 <sup>1</sup> <sub>2</sub>	114 <sup>1</sup> <sub>2</sub>	C. St. L. & N. O.—Ten., 7s... 1897	116	Ft. S. & V. B. Bg.—1st, 6s. 1910			
Sinking fund, 6s... 1903	123	125	1st, consol., 7s... 1897	116	St. L. K. & So. Wn.—1st, 6s. 1916			
Louis. & Mo. River—1st, 7s... 1900	118 <sup>1</sup> <sub>2</sub>		2d, 6s... 1907	117	Tex. & Pac.—1st, 6s... 1905			
2d 7s...	1900	117 <sup>1</sup> <sub>2</sub>	Gold, 5s, coupon... 1951	116	1st, 6s, ex coupon...	100		
St. L. Jacks. & Chic.—1st, 7s... 1894	113		Registered...		Consol., 6s, trust receipts... 1905	97	99	
1st, guar. (564), 7s... 1894	113		Clay. & P. Cons., s. fd., 7s. 1900		Pennsylvania RR.—			
2d mortg. (360), 7s... 1898	114		Dub. & S. C.—2d Div., 7s... 1894	111	Pa. Co.'s guar. 4 <sup>1</sup> <sub>2</sub> s, 1st ep. 1921	104 <sup>1</sup> <sub>2</sub>	105 <sup>1</sup> <sub>2</sub>	
2d, guar. (188), 7s... 1894	114		2d, 6s... 1907	117	Pa. Co.'s 4 <sup>1</sup> <sub>2</sub> s, reg. 1921	104		
Miss. R. Bridge—1st, s. 7s. 1912	106 <sup>1</sup> <sub>2</sub>		Gold, 5s, coupon... 1951	116	Pitts. C. & St. L.—1st, ep., 7s. 1900			
Chic. Burling. & Quincy—			Registered...		2d, 7s... 1907	113		
Consolidated, 7s... 1903	130 <sup>1</sup> <sub>2</sub>	131	Indianap. D. & Spr.—		Pitts. Ft. W. & C.—1st, 7s... 1912	141	142	
5s, sinking fund... 1901			1st, 7s, ex. fund, coupon... 1906	103	2d, 7s... 1912	132		
Iowa Div.—Sink. fund, 5s... 1919			Lake Erie & Wn.—1st, g. 5s. 1937	102	3d, 7s... 1912	132		
Sinking fund, 4s... 1919			Lake Shore & Mich. So.—		4th, 7s, fd., 6s... 1898	106 <sup>1</sup> <sub>2</sub>	108	
Plain, 4s... 1921			Cleve. P. & A.—7s... 1892	110	St. L. V. & T. H.—1st, g. 1897	106 <sup>1</sup> <sub>2</sub>	108	
Nebraska Extension 4s... 1927	* 96		Buf. & Er.—New bonds, 7s. 1898	117 <sup>1</sup> <sub>2</sub>	4th, 7s, fd., 6s... 1898	106 <sup>1</sup> <sub>2</sub>	108	
Chic. Burl. & No.—Dep., 6s... 1896			Kal. & W. Pigeon—1st, 7s... 1890	105	5, 7s... 1898	105		
Chi. R. Irl. & Pac.—6s, coup. 1917	131		Det. M. & T.—1st, 7s... 1906	120 <sup>1</sup> <sub>2</sub>	Pine Creek Railway—6s of 1932			
Registered...			Lake Shore—Div. bonds, 7s. 1899	117 <sup>1</sup> <sub>2</sub>	Pitts. Cleve. & Ten.—1st, 6s... 1922			
Ext. & Col., 5s... 1934	* 107	108 <sup>1</sup> <sub>2</sub>	2d, 3s... 1900	124 <sup>1</sup> <sub>2</sub>	Pitts. Junction—1st, 6s... 1922			
Registered...			2d mort., 5s... 1903	123 <sup>1</sup> <sub>2</sub>	Pitts. McK. & Y.—1st, 6s... 1932			
Des Moines & Fort D.—1st, 6s. 1905			Mahon's Coal RR.—1st, 7s. 1934	106	Rich. & Danv.—Deb. ep., 6s. 1927	* 91		
1st, 2 <sup>1</sup> <sub>2</sub> s...			Long Island RR.—		Consol. mort., gold, 5s... 1937			
Extension, 4s... * 82			N. Y. & M. Beach—1st, 7s... 1897		Atl. & Char.—1st, pr., 7s... 1897	* 118		
Keok. & Des M.—1st, 5s... 1923	107	112	N. Y. B. & M. B.—1st, g. 5s. 1935		Income, 6s... 1900			
Chicago Milw. & St. Paul—			Louisville & Nashville—		Rich. & W. Pt. Tel. Trust—6s. 1897	83 <sup>1</sup> <sub>2</sub>	84 <sup>1</sup> <sub>2</sub>	
1st, 8s, P. D... 1898	126		Cecilian Branch—7s... 1907	101	San Ant. & Arans.—1st, 6s. 1916			
2d, 7 <sup>1</sup> <sub>2</sub> —10s, P. D... 1898	118		Pensacola Div.—6s... 1920	100	Scito Val.—1st, cons., 7s... 1910			
1st, 7s, g. R., 12d... 1902	127 <sup>1</sup> <sub>2</sub>	130	St. Louis Div.—1st, 6s... 1921	105	Coupons off...	65		
1st, La Crosse Division, 7s... 1893	116		120 <sup>1</sup> <sub>2</sub>		St. Louis & Iron Mountain—			
1st, I. & D., 7s... 1899	118		Nashy. & Decatur—1st, 7s... 1900	120	Arkansas Branch—1st, 7s... 1895	107 <sup>1</sup> <sub>2</sub>		
1st, C. & M., 7s... 1903	124		120 <sup>1</sup> <sub>2</sub>		Cairo & Fulton—1st, 7s... 1891	105 <sup>1</sup> <sub>2</sub>		
1st, 7s, I. & D. Ext... 1908	124		121 <sup>1</sup> <sub>2</sub>		Cairo Ark. & T.—1st, 7s... 1897	110 <sup>1</sup> <sub>2</sub>		
1st, B. W. Div., 6s... 1909	115 <sup>1</sup> <sub>2</sub>		122 <sup>1</sup> <sub>2</sub>		St. L. Alton & Ter. Haute—			
1st, N. O. & Tex.—1st, 4s... 1919	100		123 <sup>1</sup> <sub>2</sub>		Bellev. & So. Ill.—1st, 8s... 1896	114		
1st, H. & D., 7s... 1910	120		124 <sup>1</sup> <sub>2</sub>		Bellev. & Car.—1st, 6s... 1923	111 <sup>1</sup> <sub>2</sub>		
1st, H. & D., 5s... 1910	100		125 <sup>1</sup> <sub>2</sub>		St. Paul Minn. & Man.—			
Chicago & Pacific Div., 6s... 1910	119 <sup>1</sup> <sub>2</sub>		126 <sup>1</sup> <sub>2</sub>		Dakota Exten.—6s... 1910	117 <sup>1</sup> <sub>2</sub>	120	
Chic. & Mo. Riv. Div., 5s... 1926	102		127 <sup>1</sup> <sub>2</sub>		Min's Un.—1st, 6s... 1922	110		
Mineral Point Div., 5s... 1910	102		128 <sup>1</sup> <sub>2</sub>		St. Paul & Duluth—1st, 5s... 1931			
C. & C. Sup. Div., 5s... 1921			129 <sup>1</sup> <sub>2</sub>		Sodus Bay & So.—1st, 5s. 1924			
Fargo & South, 6s, Assu... 1924			130 <sup>1</sup> <sub>2</sub>		Tex. Central—1st, s. f., 7s... 1909	80		
Ind. & sink. fund, 5s... 1916			131 <sup>1</sup> <sub>2</sub>		1st mortg., 7s... 1911			
Dakota & St. Louis, 5s... 1916			132 <sup>1</sup> <sub>2</sub>		Tex. & N. O.—1st, 7s... 1905			
Chicago & Northwestern—			133 <sup>1</sup> <sub>2</sub>		Sabine Division, 1st, 6s... 1912	100	103	
Extension bonds... 1926	92		134 <sup>1</sup> <sub>2</sub>		Valley R'yo Co. of O.—Con. 6s. 1921			
Ext. registered...			135 <sup>1</sup> <sub>2</sub>		Wab. St. L. & Pac.—Hav. Div., 6s. 1910			
Escanaba & L. S.—1st, 6s... 1901			136 <sup>1</sup> <sub>2</sub>		Indianapolis Div.—6s... 1921			
Des M. & Minn.—1st, 7s... 1907			137 <sup>1</sup> <sub>2</sub>		Detroit Div.—6s... 1921	103 <sup>1</sup> <sub>2</sub>		
Iowa Midland—1st, 8s... 1900			138 <sup>1</sup> <sub>2</sub>		Cairo Div.—5s... 1931			
Peninsula—1st, conv., 7s... 1898	120		139 <sup>1</sup> <sub>2</sub>		Tol. & Wab.—Equip. bds., 7s. 1883			
Chi. & Milwaukee—1st, 7s... 1898	121 <sup>1</sup> <sub>2</sub>		140 <sup>1</sup> <sub>2</sub>		Quin. & Tol.—1st, 7s... 1890	100		
Win. & St. P.—2d, 7s... 1907	107		141 <sup>1</sup> <sub>2</sub>		Han. & Naples—1st, 7s... 1909	* 95		
Mil. & Mad.—1st, 6s... 1905			142 <sup>1</sup> <sub>2</sub>		Ill. & So. Iowa—1st, ex. 6s. 1912	95		
Ott. C. F. & St. P.—1st, 5s... 1908	105 <sup>1</sup> <sub>2</sub>	107 <sup>1</sup> <sub>2</sub>	143 <sup>1</sup> <sub>2</sub>		St. L. K. C. & N.—			
Northern Ill.—1st, 5s... 1910			144 <sup>1</sup> <sub>2</sub>		Clarinda Br.—6s... 1919			
Col. Cin. & Indiana—			145 <sup>1</sup> <sub>2</sub>		St. Charles Brige—1st, 6s. 1908			
1st, 7s, s. fd... 1899	120		146 <sup>1</sup> <sub>2</sub>		No. Missouri—1st, 7s... 1895	110		
Consol., 7s... 1914			147 <sup>1</sup> <sub>2</sub>		Wab. St. L. & Pac.—Iowa Div., 6s... 50			
Consol., sink., 7d... 1914			148 <sup>1</sup> <sub>2</sub>		West. Union Tel.—Coup. 7s... 1900	118		
Chi. St. Paul M. & O.—			149 <sup>1</sup> <sub>2</sub>		Registered...	118		
Chi. S. P. & Minn.—1st, 6s... 1918	123		150 <sup>1</sup> <sub>2</sub>		N. W. Telegraph—7s... 1904			
No. Wisconsin—1st, 6s... 1930			151 <sup>1</sup> <sub>2</sub>		Wheeling & L. E.—1st, M. 5s... 1926	98	101	
Chi. & E. Ill.—1st, s. f., cur. 1907	114 <sup>1</sup> <sub>2</sub>	116 <sup>1</sup> <sub>2</sub>	152 <sup>1</sup> <sub>2</sub>		Manhattan Beach Imp. Co.—7s. 1909	85		
Chi. & W. Ind.—1st, s. f., 6s... 1919	112		153 <sup>1</sup> <sub>2</sub>		Tenn. C. I. R. Y.—Consol. 6s. 1901			
General mortgage, 6s... 1932	111 <sup>1</sup> <sub>2</sub>		154 <sup>1</sup> <sub>2</sub>		South Pitts.—1st, 6s... 1902	100		
Chi. & St. Louis—1st, 6s... 1915			155 <sup>1</sup> <sub>2</sub>		Br. Div.—1st, 6s... 1917	78 <sup>1</sup> <sub>2</sub>		
Can. I. St. L. Chi. & Chic.—1st, g., 4s... 1936			156 <sup>1</sup> <sub>2</sub>		Col. & Hock Coal & L. G.—6s, g. 1917			
Registered...			157 <sup>1</sup> <sub>2</sub>		<b>Income Bonds.</b> (Interest payable if earned.)			
Cin. Jack. & Mac.—1st, g., 5s... 1936			158 <sup>1</sup> <sub>2</sub>		Atl. & Pac.—Cen. Div... 1922			
Col. & Green.—1st, 6s... 1916			159 <sup>1</sup> <sub>2</sub>		Cent. Iowa—Coup. deb. certif's.			
Col. & Green.—1st, 6s... 1926			160 <sup>1</sup> <sub>2</sub>		Chi. C. & N.—2d inc... 1970			
Col. & Cin. Midland—1st, 6s... 1914			161 <sup>1</sup> <sub>2</sub>		Imp. & Exp.—2d inc... 1906			
El. L. & W. Conv.—7s. 1892	111 <sup>1</sup> <sub>2</sub>		162 <sup>1</sup> <sub>2</sub>		Trus. receipts...	40		
Mortgage, 7s... 1907	130		163 <sup>1</sup> <sub>2</sub>		Leh. & Wilkeson Com.—1888	90	100	
Syra. Bng. & N. Y.—1st, 7s. 1906	129	131	164 <sup>1</sup> <sub>2</sub>		Mil. Lake Sh. & W.—Income...	100	103	
Morris & Essex—1st, 7s... 1914	141 <sup>1</sup> <sub>2</sub>		165 <sup>1</sup> <sub>2</sub>		Mobile & Ohio—2d pref. deben...	19		
7s of 1871	1901	120	166 <sup>1</sup> <sub>2</sub>		3d pref. debentures...	21		
1st, con., guar., 7s... 1915	134	135 <sup>1</sup> <sub>2</sub>	167 <sup>1</sup> <sub>2</sub>		N. Y. L. E. & West.—Inc., 6s. 1977	50		
DeL. & Hud. Canal—1st, 7s... 1891	109	108 <sup>1</sup> <sub>2</sub>	168 <sup>1</sup> <sub>2</sub>		Ohio Cent.—Min. Div.—Inc. 7s. 1921			
1st, ext., 7s... 1891	109	107	169 <sup>1</sup> <sub>2</sub>		Ogledens. & L. Cham.—Income 1920			
Cupon, 7s... 1894	116		170 <sup>1</sup> <sub>2</sub>		Schuandoab Valley—Inc. 6s. 1923			
Registered...			171 <sup>1</sup> <sub>2</sub>		<b>Free List.</b>			
Pa. Div. coup., 7s... 1917			172 <sup>1</sup> <sub>2</sub>		Erie & Pitts. R'way—Cons. 7s. 1898			
Registered...			173 <sup>1</sup> <sub>2</sub>		Grand Rap.—1st ext. 6s... 1899			
Albany & Susque.—1st, 7s. 1888	103		174 <sup>1</sup> <sub>2</sub>		Pullman's Pal. Car.—Deb. 7s. 1888	103 <sup>1</sup> <sub>2</sub>	107	
1st, cons., guar., 7s... 1906			175 <sup>1</sup> <sub>2</sub>		Roch. & Pitts.—Income... 1921	65	70	
Registered...			176 <sup>1</sup> <sub>2</sub>		Warren Railroad—2d, 7s... 1900	115		
1st, cons., guar., 6s... 1906	115 <sup>1</sup> <sub>2</sub>	117	177 <sup>1</sup> <sub>2</sub>		Toledo & Ill. Div.—7s... 1904			
Registered...			178 <sup>1</sup> <sub>2</sub>		Lake Erie Walash & St. L.—7s... 1904			
Det. Mack. & Mar.—1st, 6s... 1921			179 <sup>1</sup> <sub>2</sub>		Gt. Western—1st mortg., 7s... 100 <sup>1</sup> <sub>2</sub>			



# Investment

AND

# Railroad Intelligence.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., January, March, May, July, September and November, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Extra copies are sold to subscribers of the CHRONICLE at 50 cents each, and to others at \$1 per copy.

## RAILROAD EARNINGS.

Gross Earnings to Latest Dates.—The latest railroad earnings and the totals from Jan. 1 to latest date are given below for all the railroad companies from whom reports can be obtained.

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.	
	Week or Mo	1886.	1887.	1886.
Allegheny Val.		\$	\$	\$
Atch. T. & S. Fe.	August....	192,725	164,493	1,302,592
Atlanta & Char	September'r.	1,463,174	1,461,157	13,993,387
Atlantic & Pac.	August....	105,008	92,574	785,962
Balt. & Potomac	3d wk Oct.	49,181	45,639	8,083,664
Beech Creek .....	September'r.	129,034	123,756	1,063,905
Brunswick & West	62,774	53,977	429,343	5,658
Buff. N.Y. & Phil	August....	60,100	50,300	2,243,006
Buff.Roch. & Pitt	3d wk Oct.	42,850	32,030	1,597,642
Bur.C.Rap. & No.	2d wk Oct.	76,511	77,367	2,291,952
Cairo V. & Chic	3d wk Oct.	17,065	18,316	608,003
Cal. Southern	3d wk Oct.	31,416	20,663	1,213,659
Camden & At'l'e	September'r.	62,504	59,677	572,782
Canadian Pacific	3d wk Oct.	277,000	235,000	8,713,262
Cp.Fr & Yad.Vad	September'r.	27,964	20,580	193,187
Carolina Cent.	August....	36,020	32,329	....
Central of Ga.	September'r.	780,134	583,457	4,438,492
Central Iowa .....	September'r.	122,373	124,254	950,999
Central of N. J.	August....	7,583,954	7,634,220	....
Central Pacific	July....	1,245,456	1,098,033	7,132,846
Charleston & Sav	August....	30,327	30,924	323,503
Chesap. & Ohio	September'r.	416,526	388,992	3,281,077
Eliz.Lex.&B.S.	August....	100,056	91,028	682,777
Ches. O. & S. W.	September'r.	186,731	160,944	1,366,362
Cheshire .....	August....	61,283	62,028	419,458
Chicago & Alton	July....	817,641	715,166	4,762,572
Chic. & Atlantic	3d wk Oct.	49,817	39,007	1,746,321
Chic. Bur. & No.	August....	181,226	161,351	5,285,260
Chic. Bur. & Q.	August....	2,382,103	2,748,175	17,826,011
Chic. & East. Ill.	3d wk Oct.	46,121	45,872	1,617,206
Chic. & Ind. Coal	3d wk Oct.	11,191	5,220	304,525
Chic. Mil. & St.P.	3d wk Oct.	615,000	585,820	19,282,854
Chic. & N'th'n	September'r.	2,853,642	2,746,151	19,512,757
Chic. St. L.& Pitts	September'r.	518,486	463,505	4,220,267
Chic. St. P. & K.C.	1st wk Oct.	9,222	4,813	....
Chic. St. P.M. & O.	September'r.	592,339	499,087	4,146,826
Chic. & W. Mich.	3d wk Oct.	30,897	28,148	1,139,641
Cin.Ind.St.L.& C.	3d wk Oct.	54,668	51,100	2,147,069
Cin.Jack. & Mac.	2d wk Oct.	11,593	9,292	373,019
Cin. N. O. & T. P.	2d wk Oct.	73,061	63,029	2,567,563
Ala. Gt. South	2d wk Oct.	32,222	27,133	1,160,651
N. Orl. & N. E.	2d wk Oct.	17,521	14,966	493,236
Vicksb. & Mer.	2d wk Oct.	15,261	10,715	392,377
Evicks. Sh. & P.	2d wk Oct.	16,707	14,408	401,881
Erlanger Rwy.	2d wk Oct.	154,772	130,251	5,015,708
Cin.Rich. & Ft.W.	3d wk Oct.	8,751	8,444	328,637
Cin.Wash.& Balt.	3d wk Oct.	49,856	43,119	1,745,546
Clev.Akron & Col	2d wk Oct.	12,815	11,769	4,421,111
Clev. & Canton	September'r.	36,744	33,807	271,379
Clev.Col.C. & Ind	September'r.	459,139	442,956	3,321,041
Clev. & Marietta	2d wk Oct.	7,037	5,287	3,255,864
Col. & Cln. Mid	3d wk Oct.	6,758	6,735	261,067
Col.Hock. V. & T.	3d wk Oct.	66,500	....	2,156,051
Columb. & Roun	August....	3,185	5,039	36,769
Denv. & R.R. Gt.	174,000	162,291	2,659,818	
Denv. & R.R. G.W.	3d wk Oct.	30,200	23,475	903,275
Det.Bay Calif.	September'r.	43,369	39,369	365,864
Det.Lans'g & No.	3d wk Oct.	22,700	23,600	91,161
Det.Mack. & Mar.	2d wk Oct.	15,699	9,455	302,469
E.Tenn.Va. & Ga	2d wk Oct.	129,632	107,734	3,396,968
Evans & Ind'pl.	3d wk Oct.	3,941	2,263	189,390
Evans. & T. H.	3d wk Oct.	17,435	15,361	6,068
Fift. & P. Mar.	3d wk Oct.	47,368	42,250	2,027,566
Fla. R. & Nav. Co	3d wk Oct.	19,883	18,632	809,938
Fr.W. & Den.Cit	2d wk Oct.	14,917	13,166	522,544
Georgia Pacific	2d wk Oct.	33,488	22,505	613,461
Gr. Rap. & Ind.	3d wk Oct.	47,720	46,767	1,897,061
Grand Trunk .....	10th wk Sept.	388,884	373,787	14,185,124
Gn.Bay W. & St.P.	August....	42,073	25,206	311,871
Gulf Col. & S. Fe.	September'r.	299,645	216,992	1,806,010
Hous. & Tex.Cen	4th wk Sept.	83,019	79,682	1,856,658
Ill.Cen.(H.L. & S.)	September'r.	1,063,600	970,102	8,196,172
Cedar F. & Min	13,200	16,638	88,294	126,066
Dub. & Sioux C.	September'r.	81,300	102,235	595,302
Ia. Falls & S. C.	September'r.	55,900	71,160	477,273
Tot. Iowa lines	September'r.	150,400	190,033	1,161,867
Total all lines	September'r.	1,184,043	1,160,135	9,358,081
Ind. Bloom. & W.	3d wk Oct.	62,361	62,302	2,127,604
Ind. Ill. & Iowa	September'r.	15,243	13,178	....
Ind. Dee. & Spr	September'r.	37,877	38,509	309,278
Ind. & St. Louis	3d wk Oct.	49,423	45,008	1,713,534
Jack. T. & K. W.	August....	22,650	18,850	311,482
K.C.Fts. & Gulf	2d wk Oct.	52,317	53,822	2,096,869
Kan. C. Sp. M.	2d wk Oct.	36,555	34,311	1,572,135
Kan. C. Cl. & Sp	2d wk Oct.	4,383	5,617	197,100
Kentucky Cent	August....	108,069	92,580	62,378
Keokuk & West	10th wk Sept.	8,862	7,446	231,038
Kingst'n & Pen.	3d wk Oct.	4,696	2,923	....
Knoxv. & Ohio	August....	42,123	26,729	....
Lake E. & West	3d wk Oct.	49,130	38,498	1,649,936
Lehigh & Hud's	September'r.	17,497	18,696	183,197
L. Rock & Mem	2d wk Oct.	24,844	22,147	608,508
Long Island....	3d wk Oct.	59,150	58,924	2,729,929
Louis.A. & Mo. R.	July....	55,927	51,005	328,215
Louis.E. & St.L.	2d wk Oct.	20,423	19,089	717,716
Louisv. & Nashv.	3d wk Oct.	341,685	324,895	12,582,254
Lou.N.A. & Chic	3d wk Oct.	49,207	43,211	1,815,302
				1,476,631

ROADS.	Latest Earnings Reported.		Jan. 1 to Latest Date.		
	Week or Mo	1887.	1886.	1887.	1886.
Louisv. N.O. & T.	3wks Oct.	\$169,599	\$118,119	\$1,630,881	\$1,278,674
Mar. Col. & No.	September'r.	6,611	3,090	43,495	....
Mar.Hough. & O.	2d wk Oct.	25,440	21,090	882,468	825,300
Memphis & Chas.	2d wk Oct.	46,287	40,964	1,264,798	1,007,886
Mexican Cent	3d wk Oct.	100,000	75,550	3,077,674	2,912,262
Minneap. & St.L.	September'r.	129,736	137,883	1,274,120	1,276,832
Mill.S.L. & West	3d wk Oct.	68,944	60,615	2,676,598	1,872,035
Milwaukee & No.	2d wk Oct.	21,182	14,812	759,681	501,556
Minneap. & St. L.	August....	105,900	126,882	941,553	933,045
Minn.S.S.M. & A.	July....	12,685	7,667	....	....
Minn.& No.West	2d wk Oct.	43,933	11,494	1,057,024	315,997
Miss. & Tenn.	September'r.	39,785	32,071	310,178	262,388
Mobile & Ohio	September'r.	230,714	14,356	1,714,596	1,448,244
Nash. C. & St.L.	September'r.	70,147	223,311	2,255,785	1,743,856
N.Y. Cent. & H.R.	September'r.	3,404,413	3,068,548	23,629,760	21,072,723
N.Y. City & No.	Wk. Oct. 8	11,358	12,473	441,664	419,243
On. L. & W.	August....	1,769,733	1,659,120	13,064,888	11,779,098
N.Y. Penn. & O.	August....	604,288	57,317	3,960,221	3,992,666
N.Y. & New Eng.	September'r.	393,041	379,543	2,691,009	2,515,873
N.Y. Phil. & Norl.	August....	34,049	27,148	1,251,477	1,092,978
N.Y. Sus. & W.	August....	131,023	18,517	988,163	799,291
Norfolk & West	3d wk Oct.	92,055	76,568	3,484,574	2,554,872
North'rn Cent'l	September'r.	452,632	472,945	4,679,180	4,006,834
Northern Pacific	3d wk Oct.	374,399	304,993	10,413,303	9,679,452
Ohio & Miss.	3d wk Oct.	107,973	84,403	3,338,536	3,119,373
Ohio River .....	2d wk Oct.	9,701	5,215	235,674	149,106
Ohio Southern	September'r.	52,882	53,101	411,489	360,943
Omaha & St. L.	August....	33,872	32,071	....	....
Oregon Imp. Co.	September'r.	428,193	317,045	2,608,988	1,855,172
Oreg. & N.C.	September'r.	42,776	460,081	3,134,059	3,213,275
Pennsylvania.	September'r.	5,006,568	4,674,052	41,053,674	36,866,283
Peoria & Evans.	3d wk Oct.	1,082,045	1,032,021	1,230,200	1,180,000
Pitts. & West'rn	September'r.	1,215,000	1,143,000	12,000,000	11,800,000
Pitt.Royal & Ang.	August....	15,994	21,408	2,023,028	195,450
Pres. & Ariz.Cen.	August....	8,337	....	....	....
Pt.R'ls & W.Car.	August....	15,361	15,445	....	....
Rich. Ter. Co.	September'r.	471,800	365,397	1,021,983	2,872,382
Richmon. & Dan	September'r.	151,200	163,800	1,191,877	1,136,650
Va. Mid'l Div.	September'r.	69,600	61,380	564,347	539,006
Char. Col. & Au.	September'r.	45,300	41,846	357,689	414,241
Col. & Gr. Div.	September'r.	70,900	60,366	519,746	392,766
Wash. O. & W.	September'r.	18,200	16,300	92,300	84,200
Ashv. & Spar.	September'r.	9,200	7,900	47,316	29,487
Rich. & Petersbg.	August....	19,131	17,337	152,221	138,912
Wash. O. & W.	September'r.	347,025	307,972	2,020,601	1,802,891
W. St.L. Alt. & T.H.	2d wk Oct.	23,260	21,627	712,175	586,500
Branches .....	2d wk Oct.	84,387	41,556	1,955,615	1,313,943
St.L. Ark. & Tex.	3d wk Oct.	14,488	120,944	4,750,791	3,745,618
St.L. & San Fran.	3d wk Oct.	46,177	48,988	1,314,123	1,229,766
St.P. Min. & Man.	September'r.	847,800	819,799	6,208,187	4,966,607
S.Ant. & Ar.Pass.	September'r.	57,670	....	356,471	....
Scioto Valley .....	August....	78,585	69,749	501,930	425,709
Seab'r & Roan.	August....	44,599	34,209	....	....
Shenandoah Val	September'r.	94,000	85,221	648,473	533,331
South Carolina	August....	86,726	76,525	694,181	672,315
So. Pacific Co.—	Gal.Har. & S.A.	August....	280,064	231,856	2,090,461
Louis.A. West.	August....	82,484	54,723	334,900	411,990
Morgan's L&T.	September'r.	339,662	309,083	2,579,069	2,559,050
N. Y. T. & Mex.	August....	15,735	14,479	107,798	92,820
Tex. & N. Orl.	August....	121,054	76,644	807,928	625,027
Atlan'C system	August....	838,999	686,785	6,120,157	5,390,658
Wah. of Ohio .....	September'r.	2,699,116	2,120,825	16,751,952	14,892,515
Total of all .....	August....	3,538,115	2,807,611	22,878,107	20,283,174
Spar. Un. & Col.	September'r.	6,803	5,838	42,930	36,300
State Ins. & Tr.	September'r.	92,345	90,067	487,205	336,900
Texas & Pacific	September'r.	551,047	568,567	4,006,666	3,968,229
Tol.A.A. & N.M'N	3d wk Oct.	12,956	8,915	41,077	280,628
Tol. & Ohio Cent.	3d wk Oct.	25,322	17,159	823,587	649,344
Tol. P. & West.	2d wk Oct.	24,561	20,956	2,363,665	681,364
Union Pacific .....	September'r.	2,531,519	2,587,731	18,037,863	16,312,266
Wah. Western .....	September'r.	50,612	57,934	75,640	43,081
Wash. & Miss. of Miss.	September'r.	638,373	585,663		

3d week of October.	1887.	1886.	Increase.	Decrease.
Evansville & Terre Haute.....	\$ 17,435	\$ 15,931	\$ 1,504	\$
Flint & Pere Marquette.....	49,368	42,250	7,118	
Florida R'way & Nav. Co.....	19,883	19,632	251	
Grand Rapids & Ind.....	47,720	46,767	953	
Indiana Bloom. & West.....	62,361	62,302	59	
Kingston & Pembroke.....	4,696	2,923	1,773	
Lake Erie & Western.....	49,130	38,498	10,632	
Long Island.....	59,150	58,924	226	
Louisville & Nashville.....	341,685	324,895	16,790	
Louisville N. Alb. & Chic.....	49,207	43,211	5,996	
Louisv. N. O. & Tex.....	59,818	44,765	15,053	
Mexican Central.....	100,000	75,550	24,450	
Milwaukee L. Sh. & West.....	68,944	60,615	8,329	
Milwaukee & Northern.....	21,182	14,812	6,370	
New York Ont. & West.....	34,049	27,148	6,901	
Norfolk & Western.....	92,055	70,468	21,587	
Northern Pacific.....	374,399	304,993	69,406	
Ohio & Mississippi.....	107,973	88,403	19,570	
Peoria Decatur & Evansv.....	18,082	16,390	1,692	
Pittsburg & Western.....	33,673	27,666	6,007	
St. L. Alt. & T. H. (M. L.)	49,423	45,008	4,415	
St. Louis Ark. & Texas.....	84,387	41,556	42,831	
St. Louis & San Fran.....	140,488	120,944	19,544	
St. Paul & Duluth.....	46,177	48,988	2,811	
Toledo Ann. A. & No. Mich.....	12,956	8,915	4,041	
Toledo & Ohio Central.....	23,322	17,159	8,163	
Wabash Western.....	146,458	129,764	16,694	
Wheeling & Lake Erie.....	14,701	11,785	2,916	
Wisconsin Central.....	45,453	28,709	16,744	
Chicago Ws. & Minn.....	14,633	5,867	8,766	
Minnesota St. C. & W.....	10,138	5,596	4,542	
Wisconsin & Minnesota.....	6,380	3,466	2,914	
Total (51 roads).....	3,788,838	3,290,062	507,612	8,836
Net increase (15.16 p. c.).....	.....	.....	498,776	.....

The final exhibit for the second week covers 77 roads, and the increase is 11.84 per cent. Eight of the 77 roads have a decrease.

2d week of October.	1887.	1886.	Increase.	Decrease.
Prev'y report'd (55 roads)	\$ 3,833,388	\$ 3,429,998	413,197	\$ 9,807
Burl. Cedar R. & North.....	76,511	77,367		856
Cin. Jackson & Mack.....	11,593	9,292	2,301	
Cin. N. O. & Texas Pac.....	73,061	63,029	10,032	
Alabama Gt. Southern.....	32,222	27,133	5,089	
New Orleans & N. E.....	17,521	14,966	2,555	
Vicksburg & Meridian.....	15,261	10,715	4,546	
Cleveland Akron & Pac.....	16,707	14,408	2,299	
Cleveland Akron & Col.....	12,815	11,769	1,046	
Columbus H. Val. & Tol.....	69,278	64,268	5,010	
East Tenn. Va. & Ga.....	129,962	107,734	22,228	
Georgia Pacific.....	33,188	22,505	10,983	
Grand Trunk of Canada.....	388,884	373,787	15,097	
Kan. City Ft. S. & Gulf.....	52,317	53,822		1,505
Kan. City Spr. & Mem.....	36,555	34,311	2,244	
Kan. City Clin. & Spr.....	4,383	5,617		1,234
Little Rock & Memphis.....	24,844	22,147	2,697	
Memphis & Charleston.....	46,287	40,964	5,323	
Minnesota & Northwest.....	43,933	11,494	32,439	
Ohio River.....	9,701	5,215	4,486	
Rich. & D. (4 leased lines).....	238,500	221,100	17,400	
St. L. Alt. & T. H. (M. L.)	53,462	47,176	6,286	
Toledo Peoria & Western.....	24,561	20,956	3,605	
Total (77 roads).....	5,245,234	4,689,773	568,863	13,402
Net increase (11.84 p. c.).....	.....	.....	555,461	.....

\* Including Ind. & St. Louis.

**Net Earnings Monthly to Latest Dates.**—The tables following show the net earnings to latest dates reported, the returns for each road being published here as soon as received, but not kept standing from month to month. The first table includes all roads for the latest month and from January 1, 1887, the other tables showing those roads separately whose fiscal years begin at other dates than January 1.

YEAR BEGINNING JANUARY 1.

Roads.	September.		Jan. 1 to Sept. 30.	
	1887.	1886.	1887.	1886.
Baltimore & Potomac Gross.	129,034	123,756	1,063,905	986,129
Net.	63,934	60,433	395,598	392,896
Camden & Atl., & Brs. Gross.	62,504	59,677	572,782	500,640
Net.	9,255	19,904	155,932	136,788
Central of Georgia Gross.	780,134	583,457	4,438,492	4,074,589
Net.	364,231	248,785	1,346,410	1,006,936
Clev. Col. C. & I. Gross.	459,139	442,956	3,321,041	3,018,853
Net.	208,960	209,314	1,263,163	1,092,918
Fl. Worth & Den. City Gross.	59,256	42,259	485,912	284,895
Net.	28,255	23,355	202,999	113,514
Grand Rapids & Ind. Gross.	272,395	235,862	2,161,381	1,798,350
Net.	89,190	92,512	718,827	591,014
Mexican Central Gross.	363,681	300,876	3,429,955	2,690,771
Net.	140,431	110,414	1,492,002	844,137
Norfolk & Western Gross.	404,724	319,224	3,004,304	2,312,300
Net.	186,305	137,854	1,210,297	919,983
Northern Central Gross.	452,638	472,945	4,679,189	4,006,834
Net.	61,780	159,786	1,725,105	1,379,654
Northern Pacific Gross.	1,408,210	1,372,673	9,357,526	8,686,314
Net.	694,027	769,031	3,756,356	4,132,757
Pennsylvania Gross.	5,006,568	4,674,052	41,053,674	36,866,283
Net.	1,758,195	1,816,535	14,123,655	12,971,832
Phila. & Reading Gross.	1,968,612	1,834,114	16,003,531	14,194,341
Net.	1,055,624	775,926	8,305,552	5,677,044
Coal & Iron Co. Gross.	2,135,081	1,648,815	13,539,282	10,788,475
Net.	207,311d	142,368	863,493	61,680,625
West Jersey, & Brs. Gross.	135,608	133,726	1,167,153	1,077,141
Net.	50,025	56,350	455,745	418,849
Roads.	August.		Jan. 1 to Aug. 31.	
	1887.	1886.	1887.	1886.
Burl. C. Rap. & No. Gross.	237,634	246,435	1,812,268	1,721,803
Net.	47,400	67,593	379,275	381,606
YEAR BEGINNING FEBRUARY 1.				
Roads.	August.		Feb. 1 to Aug. 31.	
	1887.	1886.	1887.	1886.
Lake Erie & Western Gross.	212,318	199,109	1,153,750	986,342
Net.	98,796	86,271	468,780	234,053

YEAR BEGINNING JULY 1.				
September.		July 1 to Sept. 30.		
		1887.	1886.	1887.
Roads.		\$	\$	\$
Northern Pacific.....	Gross.	1,408,210	1,372,673	3,910,372
Net.	694,027	769,031	1,841,651	1,962,511
YEAR BEGINNING NOVEMBER 1.				
September.		Nov. 1 to Sept. 30.		
		1887.	1886.	1887.
Roads.		\$	\$	\$
Ft. Worth & Den. City.	Gross.	59,256	42,259	584,639
Net.	28,258	23,355	257,116	138,322
YEAR BEGINNING DECEMBER 1.				
September.		Dec. 1 to Sept. 30.		
		1887.	1886.	1887.
Roads.		\$	\$	\$
Phila. & Reading.....	Gross.	1,968,612	1,834,114	17,580,245
Net.	1,055,624	775,926	8,973,844	6,407,822
Coal & Iron Co. ....	Gross.	2,135,081	1,648,815	14,871,807
Net.	207,311d	142,368	841,844	61,756,192

\* Approximate. + All lines operated.

ANNUAL REPORTS.

Cincinnati Jackson & Mackinaw Railroad.

(For the fiscal year ending Sept. 30, 1887.)

A map of this road will be found in the next issue of the Investors' Supplement to be published November 26. The annual report has just been issued and contains the following:

ROAD OPERATED.

Road in operation at date of last report:

Miles.

Cecil, Ohio, to Lewisburg, Ohio.....	103.4
Cecil, Ohio, to Bryan, Ohio.....	18.8
Dundee, Michigan, to Allegan, Michigan.....	133
Dundee, Michigan, to Manhattan Junction, Ohio, leased rights.....	20.9
Manhattan Junction, Ohio, to Toledo, Ohio, leased rights.....	2.1

Total miles main track..... 301.8

Side tracks, connecting tracks and switches..... 25.04

The road in process of construction extends from Bryan, Ohio, to Jackson, Michigan, 60.5 miles, with other small pieces, making 67½ in all.

All this work is fast approaching completion, except Addison to Jackson, 17 miles, and Reservoir branch, 1 mile, where delay has been incurred by right of way and local aid questions. The main track is all steel, 50, 52 and 56 pounds, mostly the latter.

The President's report mentions, among the important events of the year, the reduction of the bonded debt to \$10,000 per mile; the reduction of interest charges from 6 per cent to 5 per cent; the purchase of the railroad lately known as the Michigan & Ohio, and merging it into this property; the extension of lines from Lewisburg, O., to Carlisle, O., and from Cecil, O., to Bryan, O., 42 miles; the substitution of new steel rails for all iron ones on the main track.

Having at disposal for future extensions \$2,545,000 of the first mortgage bonds, the fact is pertinent that the strategic points to reach a very large trade are Saginaw, Mackinaw and Muskegon.

The distance from Mackinaw to tide-water at New York via Michigan Central and New York Central is 1,032 miles. The distance to tide-water at Baltimore, using the present and proposed lines, and the Baltimore & Ohio Railroad, would be 1,043 miles.

EARNINGS AND EXPENSES.

From—	1886-6.	1886-7.
Freight.....	\$ 115,341	\$ 241,797
Passengers.....	53,858	102,783
Mails.....	4,247	7,697
Express.....	969	3,114
Other sources.....	1,371	6,880
Total.....	\$ 175,789	\$ 362,273
Operating expenses.....	98,300	218,693
Net earnings.....	\$ 77,488	\$ 143,579

DISPOSITION OF INCOME.

Net earnings, year ending Sept. 30, 1887.....	\$ 143,579
From local aid.....	23,892
Paid interest on funded debt.....	\$ 79,992
Paid taxes.....	10,460
Paid rentals Michigan Division.....	10,529
Total.....	100,982

Surplus..... 66,490

This surplus has been largely consumed in construction and betterments.

STOCK AND DEBT.

The capital stock of the Company is—  
135,000 shares of \$100 each, common, amounting to..... \$13,500,000

73,500 shares of \$100 each, preferred, amounting to..... 7,350,000

208,500 shares..... \$20,850,000

There have been issued and subscribed—  
Preferred..... \$6,228,000

Common..... 10,850,765

17,078,765

Remaining for future use and engagements..... \$3,771,235

The funded debt is as follows:

Total authorized issue of Cincinnati Jackson & Mackinaw Railroad Company first mortgage consolidated 5 per cent bonds..... \$6,000,000

Held in irrevocable trust to redeem the Cincinnati Van Wert & Michigan Railroad Company Central Division bonds.....	\$1,200,000
Issued for const'rtion and other purposes to date	1,588,000
Further contracts for the issue of, as road is produced.....	667,000
	\$3,455,000

Available for future use..... \$2,545,000

The consolidated 6 per cent mortgage of the Cincinnati Van Wert & Michigan Railroad Company, of which \$900,000 had been issued, has been taken up, retired and canceled.

**Toledo & Ohio Central Railway.**  
(For the year ending June 30, 1887.)

The annual report of Mr. Stevenson Burke remarks that "the rates for transportation have been very low, much lower than upon most of the other roads of the State, and lower than the cost for moving freight upon most of the railroads of the country. The fact that the operating expenses including taxes, considering the rates, were less than 70 per cent of the earnings, and that the track, structures and equipment were fully maintained, speaks well for the property, and gives good reason for believing that the rapid growth in business shown in the past year's operations, with a moderate increase in rates will produce satisfactory results. There is still much to be done in the way of improvements and additions to the property. The terminal property in Toledo, now in litigation, needs filling up and improving. Many trestles along the line need filling with earth, culverts of stone must replace wood, wooden bridges must be replaced with iron, additional branches must be built, and additional sidings, and the road and equipment must be added to and improved.

"These things will absorb for a while the surplus earnings, as the company has no other means of making the improvements and additions."

**GROSS AND NET EARNINGS.**

	1887.	1886.
Passengers.....	\$97,032	\$84,677
Freight.....	793,721	577,360
Mail.....	12,333	12,427
Express.....	5,834	4,522
Carservice.....	52,481	19,000
<b>Totals.....</b>	<b>\$961,406</b>	<b>\$697,989</b>
Operating expenses.....	645,388	559,140
Net earnings.....	316,018	138,848
Op. exp. and taxes percentage of earnings.....	69.96	82.13
INCOME ACCOUNT FOR YEAR ENDING JUNE 30, 1887.		
Net earnings.....		\$316,018
Balance rentals.....		\$12,217
Taxes.....		27,215
Interest on first mortgage bonds.....		150,000
Interest on car trust series No 1.....		7,125
Interest on car trust series No. 2.....		15,912
Interest and discount.....		4,985
		217,486
Balance.....		\$98,532
Debit balance June 30, 1886.....		48,639
Credit balance June 30, 1887.....		\$49,893

**TONNAGE.**

	1887.	1886.
Tons moved.....	1,079,353	773,963
Tons moved one mile.....	141,414,417	100,575,279
Rate per ton per mile in cents	00.561	00.574

**GENERAL INVESTMENT NEWS.**

**Boston & Albany.**—For the year ending Sept. 30, 1887, the operations compared with last year were as follows:

<i>Earnings.</i>	1887.	1886.	<i>Interest</i>
Passenger.....	\$4,023,151	\$3,689,838	\$333,613
Freight.....	4,493,588	4,299,083	194,505
Miscellaneous.....	408,706	309,813	98,803
<b>Gross earnings.....</b>	<b>\$8,925,745</b>	<b>\$8,298,733</b>	<b>\$627,012</b>
Operating expenses.....	6,373,635	5,810,388	563,247
Net earnings.....	2,552,110	2,488,345	863,765
Interest and rents.....	740,900	741,420	Dec. 520
Balance.....	1,811,210	1,746,925	64,285
Dividends (8 p. c.)	1,599,565	1,547,804	51,761
<b>Surplus.....</b>	<b>\$211,645</b>	<b>\$199,121</b>	<b>\$12,524</b>

**Central of New Jersey.**—The Jersey Central Company announces that it is prepared to pay the April, 1887, coupon on the convertible bonds, and the May, 1887, coupon on the consolidated bonds. This leaves only one coupon on the convertible and one on the consolidated bonds still to be provided for. When these two coupons are paid the company will be prepared to discharge the receivers. President Maxwell says the receivers will be discharged on or before January 1, 1888.

**Chesapeake & Ohio.**—Gen. Wm. C. Wickham of Richmond, the Second Vice-President of this company, has been appointed its receiver, on application of the President, Mr. C. P. Huntington, who furnishes the following statement: "The Chesapeake & Ohio owes me \$1,765,000, which is all for money loaned to the road from time to time, and which has been applied to the purchase of rails and rolling stock and to provide for interest obligations, payment of taxes and generally keeping the road in a condition to do its business. It became evident last year that the road could not carry the interest obligations that rest upon it and the matter was carefully considered and discussed, and, as is very well known, it seemed to be essential that there should be a reduction to 4 per cent of the interest on the "B" bonds. This reduction has been generally acquiesced in, the holders of a large majority

of the bonds having already assented to this reduction and the extension of the bonds for a hundred years, and we have little doubt that the balance will make the exchange as soon as they fully understand the situation; but as the road needs more money to in part double-track the road and make additions to the rolling stock, it seemed necessary that some plan should be devised by the shareholders to raise money for that purpose. It is not the intention now to disturb the bonds but to pay interest on them as heretofore."

**Cincinnati Hamilton & Dayton.**—Judge Vanderveer, of the Butler County Common Pleas Court, appointed a receiver for this company, but Judge Cox, of the U. S. Circuit Court, gave a stay of proceedings at Cincinnati, October 28. The Circuit Court announced its decision simply to continue the stay of proceedings until a full hearing can be had by the court. Thursday (November 3) was designated as the day for the hearing to begin.

**Cleveland Columbus Cincinnati & Indianapolis.**—The earnings, expenses, &c., furnished for the CHRONICLE, are as follows:

	September.	—9 mos. end. Sept. 30—
Gross earnings.....	1887. \$450,138	1886. \$3,321,641
Operating expenses.....	250,173	233,641
Net earnings.....	208,960	209,314
Interest, taxes, &c....	68,150	69,062
Balanc... Additions to property.....	140,810	140,251
10,988	10,988	*416,787
<b>Surplus.....</b>	<b>\$140,810</b>	<b>\$129,263</b>
		<b>\$230,548</b>
		<b>\$316,714</b>

\* Purchase of new cars, \$364,002; purchase of engines, \$33,250; purchase of real estate, \$19,535.

**Connecticut River.**—The operations for the fiscal year ended September 30 show as follows:

	1887.	1886.
Earnings.....	\$973,207	\$914,801
Expenses.....	710,434	644,589
Net.....	262,773	270,212
Miscellaneous disbursements.....	43,173	50,662
Balance.....	219,600	219,550
Dividends.....	189,600	189,600
<b>Surplus.....</b>	<b>\$30,000</b>	<b>\$29,950</b>

**Lake Erie & Western.**—Mr. Calvin S. Brice was elected President of the Lake Erie & Western Railroad Company at a meeting of the directors this week. Nelson Robinson was made Vice-President and an executive committee, of which General Samuel Thomas is the head, was chosen. The changes are partly the consequences of the recent sale of his interest in the company by C. R. Cummings of Chicago, who has been its President. The fiscal year has been changed to end on Dec. 31.

**New York & Rockaway Beach.**—This company has filed a mortgage to secure the proposed issue of \$1,000,000 gold bonds, bearing 5 per cent and running forty years.

**Northern Pacific—Oregon Trans-Continental.**—The Oregon Trans-Continental Company's directors have ordered the withdrawal of all the suits against the Northern Pacific Company, including that for an injunction against the building of the Palouse Branch. The withdrawal of these suits is the beginning of the era of good feeling and harmony between the Oregon companies and the Northern Pacific. As to the division of territory and the Oregon railway lines it is stated that the Union Pacific is to lease and operate all the lines of the Oregon Railway & Navigation Company east of Snake River Junction, the Union Pacific taking the lines west of that point. The Northern Pacific's through business to Portland is to be pro-rated on a mileage basis between Snake River and Portland.

**Pennsylvania Railroad.**—The gross and net earnings for September and for nine months, January 1 to Sept. 30, were as below stated. On the lines west of Pittsburg & Erie the net result, after payment of interest and all charges, is shown in the second table.

	LINES EAST OF PITTSBURG AND ERIE.	Gross Earnings.	Net Earnings.
Jan. 1 to June 30	1887. \$26,370,724	1886. \$2,250,184	1886. \$7,669,624
July.....	4,654,370	4,356,677	1,673,541
August.....	5,022,013	4,585,390	1,907,538
September.....	5,006,563	4,674,032	1,758,195
Total 9 months	\$41,033,674	\$36,866,283	\$14,123,655
			\$12,971,832

	LINES WEST OF PITTSBURG & ERIE.	Gross Earnings.	Net Earnings.
Jan. 1 to June 30.	1887. \$410,481	1886. \$154,923	1886. \$7,669,624
July.....	Sur. 87,003	Def. 262,508	Gain. 175,500
August.....	Sur. 282,455	Sur. 78,651	Gain. 203,804
September.....	Sur. 253,981	Sur. 81,328	Gain. 174,653
Total 9 mos.	Sur. \$1,035,928	Def. \$92,438	Gain. \$1,128,364

**Philadelphia & Reading.**—The Philadelphia *Inquirer* makes an estimate of the probable fixed charges of the Reading Railroad after reorganization, showing that the charges, absolute and contingent, for both the Railroad and Coal and Iron Company, will be about \$9,300,000, a reduction of nearly \$1,800,000 from the amount now accruing against both companies. This is regarded as a liberal estimate, and the actual fixed charges of the new company, when everything is straightened out, will, the *Inquirer* believes, be under rather than over \$9,300,000. The amount absolutely payable after reorganization is only about \$6,800,000, payment of the balance being due only if earned. It will be impossible to tell

how many general mortgage bonds will be issued until the accounts with Drexel & Co., who have been paying interest on the general mortgage pending reorganization, are adjusted, and a settlement has been made with the holders of divisional bonds of the Coal & Iron Company, and the holders of leased line securities have agreed to take new 4's for their present bonds and stock. Up to the present time, however, the amount expected to be issued does not exceed \$50,000,000, and if this amount is increased it will be in exchange for other securities bearing 6 and 7 per cent interest, so that an addition to the principal will reduce the interest charges.

"There are \$12,186,000 of divisional coal land mortgage bonds outstanding bearing 6 and 7 per cent interest. The receivers have purchased the interest in most cases at rates varying from 3 to 6 per cent, while some have been paid in full. It is expected that holders of most of these bonds will be glad to accept the better security offered by the new 4's and will exchange their holdings. Ten million dollars of the general have been set aside for this purpose.

"The principal of the present general mortgage is \$24,681,000, upon which no interest has been paid since July, 1884. On January 1, 1888, three and a half years' interest, amounting to \$5,458,910, will be due.

"Drexel & Co. have paid out in the interim \$2,488,100 in purchasing the interest at 4 per cent, which sum must, of course, be returned to them. To pay off the present general, principal and interest, will require \$30,189,000.

"If the generals are paid off the bonus of \$12,000,000 in first preference bonds will not be required. Only the money received from assessments, amounting to about \$12,000,000, will be capitalized in first preference bonds.

"The original belief was that about \$16,000,000 of second preference bonds would be issued, but since that time about \$3,500,000 of bonds held as collateral have been sold out, and the issue of second preferences will thereby be increased. It is now estimated that about \$20,000,000 of second preferences will be issued.

"For the same reason the issue of third preference bonds will be increased from about \$12,000,000 to nearly \$16,000,000. A part of this increase is, however, accounted for by the settlements made with certain leased lines, as the Schuylkill Navigation and Susquehanna Canal, according to which the holders agreed to exchange their leased line securities for Reading bonds of this class."

#### THE NEW COMPANY.

The capitalization and fixed charges of the new company are estimated as follows:

	Amount.	Charges.
Prior mortgages.....	\$33,421,700	\$2,137,607
New generals.....		
For real estate liens.....	\$2,100,000	
General mortgage scrip.....	1,697,000	
Coal & Iron bonds.....	10,000,000	
Car trusts.....	2,000,000	
General mortgage and interest.....	30,139,000	
To leased lines.....	4,000,000	
Total general.....	49,936,000	1,997,440
Rentals.....		2,750,000
Total absolute charges.....		\$6,885,047
First preference.....	12,000,000	600,000
Second preference.....	20,000,000	1,000,000
Third preference.....	16,000,000	800,000
Totals.....	\$131,357,700	\$9,285,047
Stock.....	39,115,576	
Deferred incomes.....	6,225,327	
Total.....	\$176,698,603	

Of the new interest charges only \$6,885,047 will be absolutely payable, the preference bonds receiving interest if earned in the order of their priority.

—The ten days allowed the holders of Reading first series fives in which to come into the arrangement made with the Wharton-Kemble party has expired, and only about \$300,000 took advantage of the offer.

—The gross and net earnings for September, and from Dec. 1 to September 30, have been as below given. The net earnings of both companies aggregated \$1,262,931 in September, 1887, against \$633,557 in September, 1886; for the ten months, net in 1886-7 were \$9,815,686, against \$4,651,627 in 1885-6.

#### RAILROAD CO.

September. — 10 mos. Dec. 1 to Sept. 30.			
1887.	1886.	1886-7.	1885-6.
Gross earnings... \$1,968,612	\$1,834,114	\$17,580,243	\$15,843,116
Operating expenses 912,998	1,058,188	8,606,410	9,435,295
Net earnings... \$1,055,614	\$775,926	\$5,973,844	\$6,407,821

#### COAL & IRON CO.

September. — 10 mos. Dec. 1 to Sept. 30.			
1887.	1886.	1886-7.	1885-6.
Gross earnings... \$2,135,081	\$1,648,814	\$14,881,807	\$12,223,731
Operating expenses 1,927,770	1,791,182	14,039,963	13,979,922

Net earnings... \$207,311 df.\$142,368 \$841,844 df.\$1,756,191

**Rome & Decatur—East & West of Alabama.**—Major John Byrne, who was commissioned to make an examination of the Rome & Decatur Railroad, which was being constructed by Grovesett & Pell, who failed two months ago, submitted his report at a meeting of the creditors of the firm in the banking house of Eugene Kelly & Co.

Track is laid from Rome westward fourteen miles and from Atlanta eastward sixteen miles. A gap of twenty-seven miles

remains to be completed. The original cost of the road was to have been \$15,000 per mile. The present value of the road, if it is to be completed, is figured at \$347,548, and if it is to be abandoned the value is only about \$125,000.

The total value of the road completed would be \$799,468. The amount required to finish and equip the road, including the payment of debts of \$110,000 and \$89,000 for future requirements, \$451,000.

Whether the road should be abandoned or the money should be raised to complete it was left to be decided at a meeting on Friday.

—The bondholders of the East & West Railroad of Alabama selected the following committee to investigate the affairs of the company: E. F. Browning, J. H. Browning, A. Prentiss, T. S. Watson, J. S. Silver, R. W. Webb and F. C. Hollins.

**Schuylkill Navigation Co.**—The Schuylkill Navigation Co. has addressed a circular to the stock and bond holders of the company, advising those who have not already assented to the terms of settlement with the Reading trustees to do so, as the reconstruction trustees have declared their intention of accepting the securities which have been deposited. The following is a statement of the deposits which had been made to Oct. 13, 1887:

	Issued.	Deposited.	Outstanding.
Loan of 1872.....	\$1,691,730	\$1,635,183	\$87,217
Loan of 1882.....	3,990,392	3,816,900	173,492
Loan of 1895.....	1,200,000	1,059,000	141,000
Improvement loan.....	228,000	214,500	13,500
Boat and car loan.....	1,384,750	1,240,850	143,900
Preferred stock.....	3,298,750	3,197,950	100,800
Common stock.....	663,512	620,650	42,862
Total.....	\$12,457,134	\$11,785,333	\$671,801

**South Atlantic & Ohio.**—The South Atlantic & Ohio is the name of a railroad company in which several Boston people are interested, which proposes to build northwest from Bristol, Tenn., to the Kentucky State line. The capital stock is placed at \$4,000,000. Among the directors are John H. Inman, Geo. S. Scott and Wm. P. Clyde, New York; Nathaniel Thayer and Benjamin Dean of Boston, and Ex. Norton, President of the Louisville & Nashville Railroad. The new road will make connection with the L. & N. at Big Stone Gap, Wise County, Va. The South Atlantic & Ohio owns and controls about 1,600 acres in the vicinity of Bristol, and about 59,000 acres of fine ore land in North Carolina, whence the road will be extended later.

**Toledo Peoria & Western.**—The attorney of this railway company, with headquarters at Peoria, Ill., says the company has, up to date, settled with the relatives or legal representatives of forty of the people who were killed at Chatsworth, and with sixty of those who were injured. The highest amount paid out on death loss was \$2,000.

**Wabash.**—Dow, Jones & Co. sent out on Friday the following announcement concerning Wabash: "The proposed plan for settlement with the Wabash bondholders has been practically perfected. Under it a first mortgage upon all the lines east of the Mississippi River from Chicago, Detroit and Toledo will be made, into which the principal of all the first mortgage bonds now existing can be funded. This mortgage will extend over the lines west of the Mississippi River, and replace the mortgages existing thereon as they mature. All first mortgage bonds receive past-due interest in cash, except the Detroit division, which will receive first mortgage bonds for the interest past due.

"A second mortgage bond is to be made covering all the lines east of the Mississippi River, and under it the equipment, including \$5,000,000 now covered by the car trusts, will be covered, and upon which it will be a first lien. Under certain conditions this mortgage may be extended over the lines west of the Mississippi River. Into these bonds the principal of the existing second mortgage divisional bonds can be converted, also that of the consolidated convertible and the 7s of 1879; the interest on all these issues can be funded into first mortgage bonds. Interest upon interest will be allowed upon all first mortgage bonds and upon the 2ds, but not upon the consolidated convertible and the 7s of 1879. A foreclosure of the first mortgage is a part of the plan. It is expected that this plan will go into effect immediately.

"A bondholders' committee, Messrs. McHarg, Atkins, Lawrence, Terry and Romaine, will supervise proceedings and aid in carrying out the plan.

—The notice of payment of coupons has finally been issued as follows:

The Wabash Railway first mortgage coupons, matured August 1, 1885, on Toledo & Illinois, Lake Erie, Wabash & St. Louis, Great Western of 1859, Decatur & East St. Louis, and Illinois & Southern Iowa railroad bonds, and on first mortgage funded debt bonds [series A], apportioned to above; the coupons matured November 1, 1885, on Quincy & Toledo Railroad bonds and on August 1, 1885, on funded debt bonds [series A], apportioned thereto; the coupons matured June 1, 1885, on the Hannibal & Nelson Railroad bonds and on July 1, 1885, on Chicago Division bonds with accrued interest on all such coupons November 1, 1887; also such amount of interest on first mortgage scrip certificates as will make the interest payments thereon of even date with the funded debt coupons on the same division; will be paid on November 1, 1887, at the Metropolitan Trust Company, 35 Wall Street, New York.

**Western New York & Pennsylvania.**—A mortgage in favor of Carl Schurz and I. N. Seligman was placed on record at Erie, Pa., against the Western New York & Pennsylvania Railroad (the reorganized Buffalo, New York & Philadelphia) for \$15,000,000.

**Wisconsin Central.**—This company's new consolidated \$21,000,000 mortgage has been filed.

## Reports and Documents.

### ABSTRACTS OF RAILROAD MORTGAGES.

We publish this week abstracts of the consolidated first mortgage on the Cincinnati Jackson & Mackinaw Railroad, dated December 1, 1886; of the first mortgage on the Kansas City Springfield & Memphis Railroad, dated April 4, 1883; of the first mortgage on the Kansas City Memphis & Birmingham Railroad, dated February 10, 1887, and of the trust deed of the Richmond & West Point Terminal Company, dated February 1, 1887.

#### CINCINNATI JACKSON & MACKINAW.

##### CONSOLIDATED FIRST MORTGAGE ON THE CINCINNATI JACKSON & MACKINAW RAILROAD TO SECURE GOLD BONDS DUE DECEMBER 1, 1936.

*Date.*—December 1, 1886.

*Parties.*—The Cincinnati Jackson & Mackinaw Railroad Company of the first part, and the Central Trust Company of New York, Trustee, of the second part.

*Property Covered.*—The railroad of the Company extending from Cincinnati, Ohio, through the counties of Montgomery, Mercer, Williams, etc., in said State, to a point on the boundary line between Ohio and Michigan, about 20 miles east of the northwesterly corner of Ohio, and thence northerly to Jackson, Michigan; and also the railroad formerly owned by the Michigan & Ohio Railroad Company and conveyed to the party of the first part by deed dated March 25, 1887, said road extending from Toledo, Ohio, through the counties of Hillsdale, Kalamazoo, etc., in Michigan, to Allegan, Allegan County, Michigan; and all branches and extensions thereof, and including the franchises, rights of way, lands, buildings, rolling stock and equipments of every kind for use in connection therewith; and all other property of every kind and nature appurtenant to said railroad, whether now owned or hereafter acquired, and also including all its lands and terminal facilities of every kind.

#### THE BOND.

##### First Mortgage Consolidated Five Per Cent Gold Bond.

*Date.*—December 1, 1886.

*Denomination.*—\$1,000.

*Amount Authorized.*—\$6,000,000; but not to exceed \$10,000 per mile of completed road, the final fraction of the main line being taken as one mile. But in case of the construction or absolute acquisition of lines from Franklin to Cincinnati, in Ohio, 41 miles, or from Dundee, Michigan, to Toledo, 21 miles, bonds may be issued thereat at the rate of \$25,000 per mile, though not for more than 75 miles in all. On any branch, lateral or diverging line now or hereafter constructed, not less than one mile in length, bonds may be issued at the rate of \$10,000 per mile, but fractions of a mile shall not be counted.

*Principal Payable.*—The principal is payable December 1, 1936, in gold coin of the present standard, of weight and fineness, at the agency of the Company in New York City.

*Interest Payable.*—The interest is 5 per cent per annum, payable in like gold coin June 1 and December 1, at said agency in New York.

*Coupon or Registered.*—Coupon, but may be registered on the books of the Company. It may again be discharged from registry by a transfer to bearer.

*Sinking Fund.*—None.

*Prior Liens.*—There are outstanding \$1,200,000 first mortgage bonds, secured by a mortgage dated April 14, 1881, and \$1,200,000 second mortgage income bonds, secured by a mortgage dated April 28, 1881, both issued by the Cincinnati Van Wert & Michigan Railroad Company, which are prior liens on 80 miles of the road, extending from a point on the Wabash St. Louis & Pacific Railroad, in Paulding County, to a point on the Dayton & Union Railroad, in Darke County, in Ohio. \$1,200,000 of bonds issued hereunder shall be used exclusively for the purpose of exchanging the aforesaid \$1,200,000 first mortgage. The privilege to the holders of these last-mentioned bonds of making the exchange ceases November 1, 1887, unless the directors of the company extend the time. \$1,200,000 of the preferred stock of the company is set aside to be used exclusively in exchanging said second mortgage income bonds. Income bonds so exchanged shall be held by the Trustee alive until the exchange is completed, when they shall be canceled. First mortgage bonds of 1881 received in exchange shall be held uncancel as collateral security for bonds issued hereunder, until all of said first mortgage bonds of 1881 have been exchanged, and the second mortgage of April 28, 1881, has been discharged, whereupon they shall be canceled.

*Default.*—Upon default of interest or principal of any of the bonds, continued for three months after demand for payment, then, at the request in writing of the holders of one-fourth of the outstanding bonds, the Trustee shall enter upon and operate the property; and it shall apply the net proceeds therefrom to the payment of the interest in default. If such arrears of interest shall be thus entirely paid, the railroad shall be restored to the company; provided, however, that if the holders of one-fourth of the outstanding bonds shall notify the Trustee, in writing, before the interest so in default has been paid, that they desire the principal of all the bonds due and payable, then, upon notice to the Company, the said principal shall immediately become due and payable, and the Trustee shall continue to manage the railroad until the principal and interest of the bonds are paid, or until the said mortgaged premises are sold, as hereinafter provided. And upon default of interest or principal for three months, the principal having become due either by the terms of the bonds or by the election of the bondholders as aforesaid,

it shall be lawful for the Trustee, upon the written request of the holders of one-fourth of the outstanding bonds, to sell the mortgaged premises at public auction. Upon default of interest, continued for three months after demand for payment, then, if the holders of one-fourth of the outstanding bonds so elect, and shall so notify the Trustee, the principal of all the bonds shall immediately become due and payable. And in case the principal has become due, or in case of default in the performance of any other covenant herein, continued for three months, then, at the request in writing of the holders of one-fourth of the outstanding bonds, the Trustee shall foreclose the Company's equity of redemption in the premises by proceedings at law or in equity; and one-fourth in interest of the bondholders shall have a right to direct the proceedings for foreclosure. No purchaser at any sale shall be compelled to assume the obligations arising under any lease or contract hereby conveyed, unless the purchaser elects so to do. The net proceeds from any operation of the property by the Trustee or a receiver shall be applied to the payment in full of all the outstanding bonds and the interest coupons payable up to the time of such payment ratably. As the coupons attached to the bonds mature they shall be paid by the Company and canceled.

*Trustees.*—In case of a vacancy in the office of Trustee, holders of not less than one-fourth of the outstanding bonds and the Company may agree upon and appoint a new Trustee. And in the event of failure to agree in the selection, either the Company or the holders of one-fourth of the outstanding bonds may apply to any court of competent jurisdiction to appoint a Trustee, the failure, neglect or omission of said parties to agree being made manifest in such application.

*Bondholders' Meetings.*—Whenever occasion therefor arises, it shall be the duty of the Trustee, at the written request of the holders of at least 50 of such bonds, to call a meeting of the bondholders to be held in New York City.

#### KANSAS CITY SPRINGFIELD & MEMPHIS.

##### FIRST MORTGAGE ON THE KANSAS CITY SPRINGFIELD & MEMPHIS RAILROAD TO SECURE SINKING FUND BONDS DUE MAY 1, 1923.

*Date.*—April 4, 1883.

*Parties.*—The Kansas City Springfield & Memphis Railroad Company of the first part, and the New England Trust Company of Boston, Trustee, of the second part.

*Property Covered.*—All the railroad property now owned or hereafter acquired by the Company in the States of Missouri, Arkansas and Tennessee; that is to say, all its railroad, constructed and to be constructed from Springfield, Greene County, Missouri, easterly and southeasterly through the State of Arkansas to Memphis, Tennessee, a distance of about 230 miles; including branches, side tracks, right of way and all lands, materials, buildings and rolling stock now owned or hereafter acquired for use in connection with the railroad, and all other property now owned or hereafter acquired, and all revenues and franchises; excepting, however, lands unnecessary for the operation of the railroad.

#### THE BOND.

##### First Mortgage 6 Per Cent Sinking Fund Bond.

*Date.*—May 1, 1883.

*Denomination.*—\$1,000 each.

*Amount Authorized.*—\$7,000,000.

*Principal Payable.*—The principal is payable May 1, 1923, in lawful money of the United States of America, in the City of Boston.

*Interest Payable.*—The interest is 6 per cent per annum, payable free of United States Government tax, May 1 and Nov. 1, in the City of Boston.

*Coupon or Registered.*—Coupon; but may be registered at the company's office in Boston, after which it can only be transferred on the company's books until again transferred to bearer.

*Sinking Fund and Guaranty.*—The Kansas City Fort Scott & Gulf Railroad Company agrees to pay to the Treasurer of the party of the first part 15 per cent of its gross earnings derived from business passing over the property hereby conveyed, which are to be applied, first, to the payment of any interest on the bonds not provided for by the net earnings of the railroad of the party of the first part; and, second, to the purchase by advertisement of said bonds at a price not exceeding 110 and accrued coupon interest; and if bonds are not offered under such advertisement, they shall be drawn by lot at 110 and accrued interest, interest upon the same then ceasing.

*Default.*—In case of default in the payment of principal or interest of the bonds, continued for sixty days, or in the payment of taxes, etc.; or in the case of default for sixty days in the payment of other debts, said default being further continued for fifteen days after demand for their payment made in writing by the Trustee; or in case of failure for thirty days to make reasonable repairs continued after thirty days' notice in writing to make them; then, in any such case, the Trustee may, and upon the written request of holders of one-tenth of the outstanding bonds shall, cause the property to be sold at public auction; and out of the net proceeds he shall pay the principal and interest of the said bonds, whether then or thereafter payable; or the Trustee may, and upon request from one-tenth of the bondholders shall, institute legal proceedings for the enforcement of this deed of trust, by the sale of the premises or otherwise, under the decree of a court; but if requests are made by different parties of bondholders, to the requisite number, for the enforcement of more than one of the foregoing remedies, and said remedies cannot be carried on together, the Trustee shall

determine according to his best judgment under which method it will proceed. The remedies hereinbefore granted shall in no case exclude other remedies at law or equity to enforce this mortgage. In case default of interest shall continue for sixty days, then the principal of all the bonds shall, if the Trustee so elects, upon written notice to the company be at once due and payable.

**Trustees.**—No provisions are made for the appointment or removal of the Trustee.

#### KANSAS CITY MEMPHIS & BIRMINGHAM.

FIRST MORTGAGE ON THE KANSAS CITY MEMPHIS & BIRMINGHAM RAILROAD TO SECURE SINKING FUND BONDS DUE MARCH 1, 1927.

**Date.**—February 10, 1887.

**Parties.**—The Kansas City Memphis & Birmingham Railroad Company of the first part, and the New England Trust Company of Boston, Trustee, of the second part.

**Property Covered.**—All the corporate property now owned or hereafter acquired by the Company in the States of Tennessee, Mississippi and Alabama; that is to say, all its railroad constructed, and to be constructed, extending from Memphis, Tennessee, southeasterly to Birmingham, Alabama, to the estimated length of about 250 miles; and including the right of way, all franchises, lands, bridges, buildings, rolling stock and equipment now owned or hereafter acquired for said railroad; and all other property of said Company now owned or hereafter acquired; and all revenues therefrom, excepting, however, all lands not necessary for the operation of the railroad.

#### THE BOND.

##### Sinking Fund 5 Per Cent Bond.

**Date.**—March 1, 1887.

**Denomination.**—\$1,000 each.

**Amount Authorized.**—\$25,000 per mile of completed road.

**Principal Payable.**—The principal is payable in lawful money of the United States of America on March 1, 1927, in the city of Boston.

**Interest Payable.**—The interest is 5 per cent per annum payable, free of U. S. Government tax, March 1 and September 1, in Boston.

**Coupon or Registered.**—Coupon, but may be registered at the office of the company in Boston, after which it can only be transferred on the company's books, unless it be again transferred to bearer.

**Sinking Fund and Guaranty.**—The Kansas City Springfield & Memphis Railroad Company agrees to pay to the Treasurer of the party of the first part 10 per cent of its gross earnings derived from business passing over the road of the party of the first part, which are to be applied, *First*, to the payment of any interest on the bonds of this issue, not provided for by the net earnings of the railroad of the party of the first part; and, *Second*, to the purchase of, by advertisement, said bonds, at not exceeding 110 and accrued interest, or to the purchase at 110 and accrued interest of said bonds, drawn by lot.

**Default.**—Provisions the same as in the Kansas City Springfield & Memphis mortgage above.

**Trustee.**—No provisions are made for the appointment or removal of the trustee.

#### RICHMOND & WEST POINT TERMINAL CO.

TRUST DEED OF THE RICHMOND & WEST POINT TERMINAL & WAREHOUSE COMPANY TO SECURE GOLD BONDS DUE FEBRUARY 1, 1897.

**Date.**—February 1, 1887.

**Parties.**—The Richmond & West Point Terminal Railway & Warehouse Company, of the first part, and the Central Trust Company of New York, Trustee, of the second part.

**Property Covered.**—The following are the securities pledged, with the valuation set upon them for the purposes of this deed:—

Securities.	Par Value.	Valuation for Purposes of this Agreement.	
Virginia Midland, Inc. Bonds...	\$1,603,000	75	\$1,202,250
" Stock .....	3,100,000	50	1,550,000
West. Nor. Carolina, 1st Consol.	1,325,000	75	993,750
" " 2d Mortg. ....	4,110,000	20	822,000
Georgia Pacific, 2d Mortg. Inc.	1,778,000	25	444,500
Columbia & Greenv., Com. Stock	1,000,000	25	259,000
" Pref. Stock .....	1,000	35	330
Richmond & Danville, Stock .....	2,499,000	100	2,499,000
E. Tenn. Va. & Ga., 1st Pref. Stk.	6,000,000	80	4,800,000
<b>Total.</b> .....	<b>\$21,416,000</b>		<b>\$12,561,850</b>

The Richmond & Danville stock will not come into the possession of the party of the first part until after exchange therefor for \$9,996,000 of the capital stock (at the rate of one share for four) of the said party of the first part. Whenever the additional stock of the Richmond & Danville Railroad deposited as security for the first preferred stock of the party of the first part shall revert to said first party of the first part, fifty or more of the \$100 shares of said stock shall be deposited with the Trustee, in order that a majority of the Richmond & Danville stock may be held as security for the bonds issued hereunder. General mortgage 5 per cent bonds of the Virginia Midland Railway, about to be issued, received by the party of the first part in exchange for the above-mentioned income bonds of said railway, may be substituted for said latter bonds hereby pledged, and shall be valued for the pur-

poses of this agreement at 75 per cent of their par value; that is, at \$1,202,250. Consolidated mortgage 5 per cent gold bonds of the Richmond & Danville Railroad received by the party of the first part in exchange for the first consolidated mortgage bonds of the Western North Carolina Railroad above described, may be substituted for the latter bonds, and in that case shall be valued hereunder at 75 per cent of their par value. The party of the first part may also, with the consent of three-fourths of the bondholders and of the Trustee, substitute for any of the securities pledged other securities of equal market value, provided the said market value be not less than the price fixed for the purposes of this agreement. The party of the first part may withdraw from the operation of this deed any number of the bonds, and not less than the full amount of the stock of any company hereby conveyed, upon the payment to the Trustee of a sum equivalent to the value of said securities, as agreed upon herein; and on the condition of paying in addition thereto any excess over such valuation received on selling the securities withdrawn.

#### THE BOND.

##### Six per cent Gold Trust Bond.

**Date.**—February 1, 1887.

**Denomination.**—\$1,000 each.

**Amount Authorized.**—\$8,500,000.

**Principal Payable.**—The principal is payable February 1, 1897, in gold coin of the United States, of the present standard of weight and fineness, at the agency of the company in New York City.

**Interest Payable.**—The interest is 6 per cent per annum, payable February 1 and August 1, in like gold coin at the said agency.

**Coupon or Registered.**—Coupon; but may be registered as to principal.

**Taxation.**—Both principal and interest are payable free from State or United States tax.

**Retirement before Maturity.**—At any time before its maturity this bond may be drawn by lot, and on at least one month's notice be redeemed at \$1,050 and accrued interest; at the expiration of said one month interest thereon shall cease.

**Sinking Fund.**—None.

**Bonds Conveyed.**—The income from the securities hereby conveyed shall be applied to the payment of interest on the bonds secured by this indenture, and if said income be insufficient to meet that interest the company shall make up the deficiency until default on the bonds issued hereunder; the voting power belonging to the securities hereby conveyed shall be exercised by the company, but upon default for six months it shall be exercised by the Trustee; no lien, however, which will in the opinion of the Trustee impair the value of the security of the bonds issued hereunder shall be authorized on any of the properties whose stock and bonds are hereby pledged. The party of the first part agrees that it will each year, so far as in its power lies, cause to be elected as director in the Company of the first part, and in each of the companies whose securities are hereby pledged, one person, chosen by a majority of the bondholders hereunder, for each company; but inability so to do shall not operate as a default so as to render the principal or interest of the bonds due. The Trustee may, for the better security of bonds issued hereunder, use any of the securities hereby pledged, in case of foreclosure or other proceedings affecting the properties which they represent, for the purpose of acquiring possession of said properties; but the said Trustee shall not institute foreclosure proceedings against any of the said properties without the written consent of the party of the first part, save as its duty under instruments other than this may require such foreclosure.

**Default.**—In case default in the payment of interest on the bonds hereby secured is continued for six months, the Trustee may, and upon written request of the holders of one-third of the said bonds shall, declare the principal thereof due and payable; and in such case or in case of default of the principal of any of said bonds, the Trustee may, and upon request from holders of one-third of said bonds shall, proceed to sell the securities hereby conveyed at public auction, and it shall apply the net proceeds therefrom to the pro rata payment of the principal and interest due and unpaid.

**Trustees.**—In case of a vacancy in the office of Trustee, the board of directors of the party of the first part may appoint to said office a solvent trust company in New York City; and if an appointment be not so made within sixty days the holders of a majority in interest of the outstanding bonds may apply to any Virginia court of competent jurisdiction for the appointment of a Trustee.

**Fort Worth & Rio Grande.**—This railway company was chartered June 1, 1885. Opened for business Sept. 27, 1887, from Fort Worth to Granbury, Texas. The directors (elected June 8, 1887,) are H. B. Hollins, W. H. Beers, New York; E. E. Denniston, Philadelphia; E. P. Alexander, Savannah; O. B. Colton, E. T. Hollis, W. W. H. Lawrence, W. F. Lake and B. B. Paddock (President), Fort Worth, Texas. Length of main line, 40 miles. It is projected to Brownwood, 90 miles beyond Granbury.

**N. Y. Stock Exchange—New Securities Listed.**—The Governors of the Stock Exchange have admitted the following securities to dealings:

CHICAGO BURLINGTON & QUINCY—\$4,000,000 4 per cent Nebraska extension fours, making total listed \$12,000,000.

CHICAGO & NORTHWESTERN—\$3,62,000 4 per cent extension bonds, making total listed \$11,852,000.

FORT WORTH & DENVER CITY—\$200,000 first mortgage bonds, making total amount listed \$6,788,000.

## The Commercial Times.

## COMMERCIAL EPITOME.

FRIDAY NIGHT, Oct. 28, 1887.

General trade presents few salient features for comment. The season of active business for the current half-year draw to a close. The retailers will have their turn for the next two months, and upon their wants, as they shall develop, will the business of the jobber depend. Importers and manufacturers now turn their attention to next spring's trade, regarding which the prospects are said to be excellent. The excitement incident to the approaching elections begins to detract something from the attention devoted to business affairs. The weather has been seasonable, and in Northern latitudes the temperature has fallen, but it has not been injurious to any important interest. Recent rains are giving a better stage of water to the navigable rivers of the West and Southwest. Higher prices, together with dearer ocean freights, have retarded somewhat the exports of breadstuffs and provisions, but the outward movement of cotton is something phenomenal in its proportions, keeping our stocks in warehouse comparatively small.

The speculation in lard for future delivery at this market slowly gained strength for the week under review, owing mainly to the rise in corn, for the regular demand was by no means urgent. A slight decline yesterday was fully recovered to-day. Lard on the spot is very scarce, and to those in want of immediate supplies holders have been able to dictate terms, and the market to-day was firm and fairly active at 6 70c. for prime city; 6 90@6 95c. for prime to choice Western; 7c. for refined to the Continent, and 7 45c. for refined to South America.

## DAILY CLOSING PRICES OF LARD FUTURES.

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
November delivery.	6 49	6 51	6 60	6 63	6 62	6 68
December delivery.	6 45	6 48	6 55	6 58	6 56	6 60
January delivery.	6 50	6 52	6 60	6 63	6 61	6 65
February delivery.	6 56	6 58	6 65	6 69	6 66	6 71
March delivery.	6 62	6 64	6 71	6 75	6 71	6 77
April delivery.	6 68	6 70	6 77	6 80	6 77	6 83
May delivery.	6 75	6 76	6 84	6 87	6 84	6 91

There is an additional decline in pork, but at the reduction there was much more activity to the demand. Old mess, \$13 50@\$13 75; new do., \$14@\$14 25; prime, \$12 50@12 75; and clear, \$15@\$16 50. Cutmeats are again partially lower; pickled bellies, 7 1/2@8c.; shoulders, 5 1/2@5 1/2c., and hams, 9 1/2@9 1/2c.; smoked shoulders, 6 1/2@7c., and hams, 12@12 1/2c. The number of hogs slaughtered at the principal Western points from March 1st to October 19 were 5,360,000, against 5,410,000 for the corresponding period last year. Beef remains nearly nominal. Beef hams dull. Tallow very firm at 4 1/4c. Stearine is quiet at 7 3/4@7 5/8c. Oleomargarine is quoted at 6 1/2c. Butter is dull at 19@27c. for creamery. Cheese is lower; State factory, full cream, 9 1/2@11 1/2c., and skims, 4@9c.

The speculation in Rio coffee has been active, and a pressure to sell has caused a material decline in price, though there was more steadiness to-day, closing with sellers at 15 45c. down to 15 70c. for November to next December, and 15 45c., 15 15c. and 15 35c., for October, November and December, 1888. Fair cargoes of Rio on the spot are quoted down to 18 1/2c., with more doing at the decline, but mild grades are still dull. Raw sugars have further advanced and are quoted to-day at 5 1-1/2c. for fair refinery Cuba and 5 1/2c. for Centrifugal, 96 deg. test, with large sales of Manila at 3 15-16@4 1/2c. Refined sugars are dearer. Molasses is nearly nominal. Teas in fair demand.

Kentucky tobacco is in fair demand and prices are unchanged; sales for the week are 450 hds., of which 350 were for export. Seedleaf was also in good request, and sales for the week are 2,180 cases as follows: 250 cases 1886 crop, New England Havana, 13@35c.; 200 cases 1886 crop, State Havana, 9@16c.; 50 cases 1885 crop, do., private terms; 150 cases 1886 crop, Pennsylvania Havana, 8@20c.; 200 cases 1886 crop, Wisconsin Havana, 5 1/2@11c.; 130 cases 1887 crop, do., private terms; 400 cases 1881-85 crops, Pennsylvania seed-leaf, 9@17c.; 550 cases 1886 crop, Ohio, 6 1/2@10c., and 250 cases 1886 crop, Dutch, 9@11c.; also 500 bales Havana, 60c. @ \$1 05, and 350 bales Sumatra, \$1 45@ \$1 75.

Spirits Turpentine has advanced to 35c., but rosins are easier at \$1 17 1/2@1 22 1/2c. for common to good strained. The speculation in crude petroleum certificates has been active, showing at times considerable excitement, and prices have been much higher; but there was less doing to-day, with the close at 70 1/2@70 3/4c. Hops are in export demand at 22@23c for the best. Wools have a brisker sale at full prices.

Ocean freights have been quieted in grain shipments; room is scarce and rates to England dearer; but there was some revival to-day, with considerable corn taken to Hull at 3 1/2d regular and to Plymouth at 4 1/4d per stone.

The metal exchange has been the scene of an active speculation in ingot copper and a material advance in the prices, with sales to-day of 1,150,000 lbs., closing at 11 25c. for spot, October and November, 11 30c. for December and 11 40c. for January. The speculation in Straits tin was also brisk, and the sales to-day were 60 tons, at 26 10c. up to 26 50c. for November, and 24 45c. for January. Business in other metals has been quiet.

## COTTON.

FRIDAY, P. M., Oct. 28, 1887.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Oct. 28), the total receipts have reached 294,934 bales, against 271,799 bales last week, 276,876 bales the previous week and 251,181 bales three weeks since, making the total receipts since the 1st of September, 1887, 1,749,571 bales, against 1,343,801 bales for the same period of 1886, showing an increase since September 1, 1887, of 405,770 bales.

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
Galveston .....	5,830	6,450	8,529	2,555	6,247	4,641	34,252
Indiana, &c. ....	.....	.....	.....	.....	.....	.....	.....
New Orleans .....	12,046	27,898	16,967	13,890	18,291	13,162	102,254
Mobile .....	745	3,012	2,709	1,551	1,679	1,906	11,602
Florida .....	.....	.....	.....	.....	1,379	1,379	.....
Savannah .....	8,058	10,915	7,981	7,210	1,614	11,677	47,455
Brunsw'k, &c. ....	.....	.....	.....	.....	2,300	2,300	.....
Charleston .....	3,727	6,572	2,785	4,668	3,623	2,630	24,005
Port Royal, &c. ....	.....	.....	.....	.....	1,075	1,075	.....
Wilmington .....	2,224	2,749	2,414	1,753	1,828	1,157	12,125
Moreh'd C, &c. ....	.....	.....	.....	.....	189	189	.....
Norfolk .....	2,789	5,061	3,945	4,565	5,995	5,255	27,610
West Point, &c. ....	3,879	2,520	4,290	3,795	2,593	8,395	25,472
New York .....	.....	.....	60	46	305	234	645
Boston .....	160	366	689	865	308	1,256	3,644
Baltimore .....	.....	.....	.....	.....	293	293	.....
Philadelphia, &c. ....	56	134	81	101	35	227	634
Totals this week	39,514	65,677	50,450	40,999	42,518	55,776	294,934

For comparison we give the following table showing the week's total receipts, the total since September 1, 1887, and the stock to-night, and the same items for the corresponding periods of last year.

Receipts to Oct. 28.	1887.		1886.		Stock.	
	This Week.	Since S.p.	This Week.	Since Sep.	1887.	1886.
Galveston .....	34,252	262,112	35,293	260,726	70,268	64,912
Ind'nola, &c. ....	.....	.....	.....	.....	.....	.....
New Orleans .....	102,254	456,216	72,930	319,616	195,949	152,162
Mobile .....	11,602	60,956	9,618	46,169	20,222	15,346
Florida .....	1,379	8,102	904	6,061	.....	.....
Savannah .....	47,455	378,402	49,611	300,194	124,300	131,561
Brunsw', &c. ....	2,300	10,189	1,534	7,264	.....	.....
Charleston .....	24,005	194,310	26,066	162,079	52,712	77,582
P. Royal, &c. ....	1,075	4,086	1,595	5,105	810	3,200
Wilmington .....	12,125	80,389	9,353	50,624	33,815	17,758
Mc'eh'd C & C. ....	189	1,243	110	901	.....	.....
Norfolk .....	27,610	143,571	31,781	121,319	28,457	38,355
W. Point, &c. ....	25,472	134,717	13,747	47,405	3,145	.....
New York .....	645	1,091	3,241	6,686	72,990	99,481
Boston .....	3,644	10,649	2,282	3,472	10,000	7,000
Baltimore .....	293	700	200	3,745	4,425	7,930
Phil'del'a, &c. ....	634	2,838	218	2,435	6,619	8,248
Totals .....	294,934	1,749,571	258,483	1,343,801	623,712	623,535

In order that comparison may be made with other years, we give below the totals at leading ports for six seasons.

Receipts at—	1887.	1886.	1885.	1884.	1883.	1882.
Galveston, &c.	34,252	35,293	46,687	32,905	29,466	30,075
New Orleans .....	102,254	72,930	79,321	85,164	66,240	56,349
Mobile .....	11,602	9,618	10,818	11,759	15,837	17,920
Savannah .....	47,455	49,611	41,898	49,216	41,687	42,295
Charlest'n, &c. ....	25,080	27,661	31,575	34,369	24,142	28,000
Wilm'gtn, &c. ....	12,314	9,463	6,116	5,784	7,726	8,699
Norfolk .....	27,610	31,781	30,855	32,652	38,645	47,150
W. Point, &c. ....	25,472	13,747	15,007	16,954	14,199	13,953
All others .....	8,895	8,379	5,746	8,667	3,979	12,182
Tot. this week	294,934	258,483	268,025	277,470	241,921	256,623
Since Sept. 1.	1749,571	1343,801	1388,457	1435,830	1465,907	1423,666

Galveston includes Indiana; Charleston includes Port Royal, &c.; Wilmington includes Moreh'd City, &c.; West Point includes City Point, &c.

The exports for the week ending this evening reach a total of 217,919 bales, of which 116,732 were to Great Britain, 44,018 to France and 57,169 to the rest of the Continent. Below are the exports for the week and since September 1, 1887.

Exports from—	Week Ending Oct. 28, Exported to—				From Sept. 1, 1887, to Oct. 28, 1887 Exported to—			
	Great Britain	France	Continent	Total Week.	Great Britain	France	Continent	Total
Galveston .....	14,701	.....	5,373	20,134	74,279	.....	17,324	91,903
New Orleans .....	30,433	37,308	5,461	75,291	118,968	61,267	64,915	249,150
Mobile .....	.....	.....	.....	.....	5,103	.....	.....	5,103
Florida .....	.....	.....	.....	.....	.....	.....	.....	.....
Savannah .....	10,805	.....	17,849	28,454	43,779	4,780	86,116	134,675
Charleston .....	.....	5,113	21,821	26,964	28,524	10,576	69,732	108,822
Wilmington .....	3,900	.....	.....	3,900	26,731	.....	8,650	35,381
West Point, &c. ....	2,905	.....	.....	2,905	24,117	.....	.....	24,117
New York .....	18,579	1,507	6,865	26,751	122,812	6,394	47,530	176,766
Boston .....	7,522	.....	.....	7,522	32,223	.....	643	33,886
Baltimore .....	2,948	.....	.....	2,948	13,390	.....	3,941	16,401
Philadelphia, &c. ....	1,302	.....	.....	1,302	14,383	1,000	.....	15,383
Total .....	116,732	44,018	57,169	217,919	568,540	83,07	302,941	954,478
Total 1887 .....	115,587	17,454	21,570	154,611	479,881	77,127	137,109	684,116

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 24 Beaver Street.

Oct. 28, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain	France	Other Foreign	Coast-wise	Total.	
New Orleans...	16,497	15,541	41,370	7,439	80,847	115,102
Mobile.....	6,500	None	None	6,500	13,500	13,500
Charleston.....	3,700	3,000	6,000	4,000	16,500	36,212
Savannah.....	9,400	800	23,400	4,700	38,300	86,000
Galveston.....	14,804	None	4,933	11,239	30,976	32,292
Norfolk.....	12,000	None	None	2,000	14,000	14,457
New York.....	6,500	550	9,550	None	16,600	56,390
Other ports.....	10,000	None	4,000	None	14,000	44,814
Total 1887.....	79,201	18,891	89,253	29,378	217,723	405,989
Total 1885.....	109,440	27,397	58,675	29,171	224,683	398,852
Total 1885.....	90,056	24,381	65,763	17,644	197,844	398,383

The speculation in cotton for future delivery at this market for the week under review has been somewhat fitful, with the course of prices variable and unsettled, closing but little changed from Friday last. The adjustment of October options has been a disturbing element, the bulls and bears being alike uncertain regarding the probable outcome. Liverpool has been unsettled, but Manchester accounts have been strong, the private advices being even better than the published accounts. November options have been relatively stronger than December, owing to the continued small stocks here causing apprehensions of a repetition of the experience with October contracts. The "certificate system" appears to be operating in favor of the bulls by putting an end to the "short notice," once so formidable at the end of each month. Yesterday there was a further advance in response to a further improvement at Liverpool, but most of it was lost later in the day. To-day there was an early decline, in sympathy with a lower market at Liverpool, but there was a partial recovery on the reduced receipts at many of the interior towns of the South. Cotton on the spot was quiet and unchanged until yesterday, when there was an advance of 1-16c. To-day the market was dull and weak at 9 11-16c. or middling uplands.

The total sales for forward delivery for the week are 543,500 bales. For immediate delivery the total sales foot up this week 1,819 bales, including — for export, 1,819 for consumption, — for speculation and — in transit. Of the above — bales were to arrive. The following are the official quotations for each day of the past week—Oct. 22 to Oct. 28.

UPLANDS.	Sat.	Mon	Tues	Wed	Th.	Fri.
Ordinary.....	7	7	7	7	7	7
Strit Ordinary.....	7 <sup>1</sup> <sub>2</sub>					
Good Ordinary.....	8 <sup>7</sup> <sub>16</sub>					
Strit Good Ordinary.....	8 <sup>7</sup> <sub>8</sub>					
Low Middling.....	9 <sup>3</sup> <sub>4</sub>					
Strit Low Middling.....	9 <sup>7</sup> <sub>16</sub>					
Middling.....	9 <sup>5</sup> <sub>8</sub>					
Good Middling.....	9 <sup>13</sup> <sub>16</sub>					
Strit Good Middling.....	10 <sup>1</sup> <sub>0</sub>					
Middling Fair.....	10 <sup>3</sup> <sub>8</sub>					
Fair.....	11	11	11	11	11	11

GULF.	Sat.	Mon	Tues	Wed	Th.	Fri.
Ordinary.....	7 <sup>1</sup> <sub>2</sub>					
Strit Ordinary.....	7 <sup>3</sup> <sub>8</sub>					
Good Ordinary.....	8 <sup>9</sup> <sub>16</sub>					
Strit Good Ordinary.....	9	9	9	9	9	9
Low Middling.....	9 <sup>3</sup> <sub>8</sub>					
Strit Low Middling.....	9 <sup>9</sup> <sub>16</sub>					
Middling.....	9 <sup>3</sup> <sub>4</sub>					
Good Middling.....	9 <sup>15</sup> <sub>16</sub>					
Strit Good Middling.....	10 <sup>1</sup> <sub>5</sub>					
Middling Fair.....	10 <sup>1</sup> <sub>2</sub>					
Fair.....	11 <sup>1</sup> <sub>8</sub>					

STAINED.	Sat.	Mon	Tues	Wed	Th.	Fri.
Good Ordinary.....	6 <sup>3</sup> <sub>4</sub>	6 <sup>3</sup> <sub>4</sub>	6 <sup>3</sup> <sub>4</sub>	6 <sup>3</sup> <sub>4</sub>	6 <sup>13</sup> <sub>16</sub>	6 <sup>13</sup> <sub>16</sub>
Strit Good Ordinary.....	7 <sup>7</sup> <sub>16</sub>	7 <sup>7</sup> <sub>16</sub>	7^{7}_{16}	7^{7}_{16}	7^{7}_{16}	7^{7}_{16}
Low Middling.....	8 <sup>3</sup> <sub>8</sub>	8 <sup>3</sup> <sub>8</sub>	8 <sup>3</sup> <sub>8</sub>	8 <sup>3</sup> <sub>8</sub>	8 <sup>7</sup> <sub>16</sub>	8 <sup>7</sup> <sub>16</sub>
Middling.....	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>3</sup> <sub>4</sub>	9 <sup>6</sup> <sub>16</sub>	9 <sup>6</sup> <sub>16</sub>

## MARKET AND SALES.

The total sales and future deliveries each day during the week are indicated in the following statement. For the convenience of the reader we also add a column which shows at a glance how the market closed on same days.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.
	Ex- port.	Con- sump- tive	Speci- al	Trans- it.	Total.	
Sat .. Dull.....	239	.....	.....	.....	239	50,800
Mon .. Dull.....	199	.....	.....	.....	199	87,200
Tues .. Dull and easy.....	415	.....	.....	.....	415	97,800
Wed .. Quiet and steady.....	301	.....	.....	.....	301	93,300
Thurs Steady @ 1 <sup>1</sup> <sub>2</sub> adv.....	277	.....	.....	.....	277	125,200
Fri... Easier.....	388	.....	.....	.....	388	89,200
Total.....	1,819	.....	.....	.....	1,819	543,500

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comp. chnse table.

DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH*						
Market, Prices and Sales of FUTURES.	Market, Range and Total Sales.	October.	November.	December.	January.	February.
Saturday, Oct. 22—						
Sales total.....	95 <sup>13</sup> <sub>16</sub> to 10 <sup>1</sup> <sub>4</sub>	9 <sup>7</sup> <sub>7</sub> to 9 <sup>7</sup> <sub>8</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Prices paid (range)						
Closing.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Monday, Oct. 24—						
Sales total.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>6</sub> to 9 <sup>7</sup> <sub>7</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Prices paid (range)						
Closing.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Tuesday, Oct. 25—						
Sales total.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Prices paid (range)						
Closing.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Wealthy, Oct. 26—						
Sales total.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Prices paid (range)						
Closing.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Friday, Oct. 28—						
Sales total.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Prices paid (range)						
Closing.....	9 <sup>5</sup> <sub>13</sub> to 10 <sup>1</sup> <sub>1</sub>	9 <sup>7</sup> <sub>3</sub> to 9 <sup>7</sup> <sub>4</sub>	9 <sup>6</sup> <sub>1</sub> to 9 <sup>6</sup> <sub>2</sub>	9 <sup>5</sup> <sub>2</sub> to 9 <sup>5</sup> <sub>3</sub>	9 <sup>4</sup> <sub>3</sub> to 9 <sup>4</sup> <sub>4</sub>	9 <sup>3</sup> <sub>2</sub> to 9 <sup>3</sup> <sub>3</sub>
Total sales this week.	543,500	9 <sup>7</sup> <sub>8</sub>	136,300	9 <sup>6</sup> <sub>1</sub>	62,900	9 <sup>7</sup> <sub>7</sub>
Average price, week.	4,811.20	9 <sup>7</sup> <sub>8</sub>	43,700	9 <sup>6</sup> <sub>1</sub>	12,860	9 <sup>7</sup> <sub>7</sub>
Sales 6m <sup>1</sup> to 8m <sup>1</sup>	577,400	9 <sup>7</sup> <sub>8</sub>	138,300	9 <sup>6</sup> <sub>1</sub>	67,100	9 <sup>7</sup> <sub>7</sub>
Average price, week.	4,811.20	9 <sup>7</sup> <sub>8</sub>	384,400	9 <sup>6</sup> <sub>1</sub>	67,100	9 <sup>7</sup> <sub>7</sub>
Sales 6m <sup>1</sup> to 8m <sup>1</sup>	577,400	9 <sup>7</sup> <sub>8</sub>	1,129,900	9 <sup>6</sup> <sub>1</sub>	449,600	9 <sup>7</sup> <sub>7</sub>
Average price, week.	4,811.20	9 <sup>7</sup> <sub>8</sub>	384,400	9 <sup>6</sup> <sub>1</sub>	62,900	9 <sup>7</sup> <sub>7</sub>
Total sales this week.	543,500	9 <sup>7</sup> <sub>8</sub>	136,300	9 <sup>6</sup> <sub>1</sub>	62,900	9 <sup>7</sup> <sub>7</sub>
Average price, week.	4,811.20	9 <sup>7</sup> <sub>8</sub>	384,400	9 <sup>6</sup> <sub>1</sub>	62,900	9 <sup>7</sup> <sub>7</sub>

\* Includes sales in September, 1887, for 9<sup>7</sup><sub>7</sub>.

<sup>1</sup> We have included in 9<sup>7</sup><sub>7</sub>

week to give the average

average for each mon

Transferable Ord

9<sup>7</sup><sub>5</sub>; Wednesday, 9

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THE VISIBLE SUPP

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figures for to-night (O

the United States, inc

	1887.	1886.	1885.	1884.
Stock at Liverpool	443,000	340,000	365,000	465,000
Stock at London	38,000	17,000	23,000	60,000
Total Great Britain stock.	481,000	357,000	388,000	525,000
Stock at Hamburg	4,000	1,300	2,500	3,500
Stock at Bremen	37,500	16,600	32,700	36,300
Stock at Amsterdam	20,000	8,000	25,000	33,000
Stock at Rotterdam	200	300	400	900
Stock at Antwerp	900	1,100	1,800	1,700
Stock at Havre	143,000	110,000	93,000	148,000
Stock at Marseilles	2,000	6,000	3,000	6,000
Stock at Barcelona	14,000	28,000	36,000	23,000
Stock at Genoa	4,000	8,000	8,000	8,000
Stock at Trieste	10,000	11,000	8,000	12,000
Total Continental stocks	235,600	190,300	210,400	272,400
Total European stocks	716,600	547,300	598,100	797,400
India cotton afloat for Europe	51,000	40,000	27,000	48,000
Amer. cotton afloat for Europe	533,000	389,000	446,000	337,000
Egypt, Brazil, &c., afloat for Europe	42,000	44,000	20,000	35,000
Stock in United States ports	623,712	623,535	596,227	678,833
Stock in U. S. interior towns	234,654	200,821	174,878	135,991
United States exports to-day	38,981	16,693	33,949	30,000

Total visible supply ..... 2,239,947 1,861,349 1,896,454 2,062,224  
Of the above, the totals of American and other descriptions are as follows:

American—	
Liverpool stock	226,000
Continental stocks	92,000
American afloat for Europe	533,000
United States stock	623,712
United States interior stocks	234,654
United States exports to-day	38,981

Total American	
East Indian, Brazil, &c.—	1,718,347
Liverpool stock	217,000
London stock	38,000
Continental stocks	173,600
India afloat for Europe	51,000
Egypt, Brazil, &c., afloat	42,000

Total East India, &c.	
Total American	1,718,347 1,861,349 1,621,054 1,551,824

Total visible supply	
Price Mid. Upd., Liverpool	51 <sup>16</sup>
Price Mid. Upd., New York	91 <sup>16</sup>

The imports into Continental ports this week have been 20,000 bales.

The above figures indicate an *increase* in the cotton in sight to-night of 378,598 bales as compared with the same date of 1886, an *increase* of 343,493 bales as compared with the corresponding date of 1885 and an *increase* of 177,723 bales as compared with 1884.

AT THE INTERIOR TOWNS the movement—that is the receipts for the week and since Sept. 1, and the same items for the corresponding period of 1886—is set out in detail in the following statement.

TOWNS.	Movement to Oct. 28, 1887.				Movement to Oct. 29, 1886.			
	Receipts This week.	Since Sept. 1, 187.	Shipm'ts This week.	Stock Oct. 28.	Receipts This week.	Since Sept. 1, 187.	Shipm'ts This week.	Stock Oct. 29.
Augusta, Ga.	11,674	85,197	16,293	11,570	10,591	12,492	10,412	10,530
Columbus, Ga.	4,169	25,147	7,582	9,302	4,171	5,688	4,314	4,370
Montgomery, Ala.	4,560	29,718	4,025	4,652	7,041	25,171	3,329	11,511
Mobile, Ala.	4,557	51,338	4,987	9,831	7,041	45,711	5,070	6,809
Selma, Ala.	4,156	39,440	4,326	7,157	4,819	25,130	2,058	8,098
Memphis, Tenn.	41,976	20,526	26,259	98,817	16,258	12,190	4,376	12,313
Nashville, Tenn.	4,209	12,627	3,165	3,310	3,874	11,392	3,296	5,000
Dallas, Tex.	610	12,624	1,125	802	7,592	7,592	1,427	1,612
Palestine, Tex.	539	2,498	536	9,356	5,569	3,352	5,000	5,000
Sherman, Tex.	3,938	24,170	4,336	14,376	19,589	3,361	5,729	5,729
Vicksburg, Miss.	3,257	20,530	1,426	8,819	3,771	15,899	1,897	1,897
Columbus, Miss.	2,315	11,343	1,990	5,063	3,771	15,899	1,897	1,897
Enterprise, Ala.	2,525	23,321	997	4,713	3,521	20,779	2,202	2,202
Grimm, Ga.	661	6,191	683	1,125	1,519	12,130	8,074	12,130
Atlanta, Ga.	6,905	47,926	5,925	10,984	11,583	33,899	1,023	10,359
Rome, Ga.	1,065	19,024	4,190	6,652	11,589	11,570	4,116	11,570
Charlotte, N. C.	24,905	1,155	2,500	1,394	1,594	17,806	1,094	17,806
St. Louis, Mo.	24,905	109,480	18,975	32,861	1,394	17,806	1,094	17,806
Cincinnati, Ohio.	9,433	48,797	8,693	7,778	9,924	33,197	9,018	7,790
Total, old towns.	138,259	781,627	104,010	234,654	119,041	613,025	107,000	200,821
Newly, S. C.	601	18,282	601	1,016	1,016	1,016	1,016	1,016
Raleigh, N. C.	1,277	14,842	1,518	1,016	1,016	13,873	2,331	1,016
Petersburg, Va.	847	13,771	997	4,713	4,713	20,680	810	1,016
Louisville, Ky.	501	2,661	673	515	215	3,081	3,081	1,016
Little Rock, Ark.	5,772	23,838	4,116	9,953	5,297	18,300	3,294	7,791
Birmingham, Tex.	44,592	27,918	40,021	20,858	33,734	7,790	3,294	16,191
Total, all.	53,790	342,676	48,956	34,099	43,717	315,870	42,292	28,176

\* The figures for Louisville in both years are "net."

The above totals show that the old interior stocks have increased during the week 34,219 bales and are to-night 33,833 bales more than at the same period last year. The receipts at all the old towns have been 10,752 bales less than the same week and since September 1 the receipts at all the new towns have been 10,752 bales more than for the same time in 1886.

QUOTATIONS FOR MIDDLING COTTON AT OTHER MARKETS.—In the table below we give the closing quotations of middling cotton at Southern and other principal cotton markets for each day of the past week.

Week ending Oct. 28.	CLOSING QUOTATIONS FOR MIDDLING COTTON ON—					
	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Galveston	9	9	9	9	9	9
New Orleans	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>
Mobile	9	9	9	9	9	9
Savannah	9	9	9	9	9	9
Charleston	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>
Wilmington	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>	9 <sup>16</sup>
Norfolk	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>
Boston	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>
Baltimore	9 <sup>12</sup>	9 <sup>12</sup>	9 <sup>12</sup>	9 <sup>12</sup>	9 <sup>12</sup>	9 <sup>12</sup>
Philadelphia	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>	9 <sup>3</sup>
Augusta	9	9	9	9	9	9
Memphis	9	9	9	9	9	9
St. Louis	9	9	9	9	9	9
Cincinnati	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>	9 <sup>14</sup>
Louisville	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>	9 <sup>18</sup>

RECEIPTS FROM THE PLANTATIONS.—The following table indicates the actual movement each week from the plantations. The figures do not include overland receipts nor Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the outports.

Week Ending—	Receipts at the Ports.		S'k at Interior Towns.	Rec'ps from Plant'ns.
	1885.	1886.		
Sept. 23	114,873	106,601	187,740	52,542
" 30	159,663	154,463	238,745	71,882
Oct. 7	141,207	167,166	251,186	86,785
" 14	281,491	230,388	276,876	119,132
" 21	261,701	269,818	271,799	181,521
" 28	28,623	25,488	29,034	206,307

The above statement shows—1. That the total receipts from the plantations since September 1, 1887, are 1,994,494 bales; in 1886 were 1,524,738 bales; in 1885 were 1,578,910 bales.

2.—That, although the receipts at the outports the past week were 294,934 bales, the actual movement from plantations was 333,987 bales, the balance going to increase the stocks at the interior towns. Last year the receipts from the plantations which finally reaches the market through the outports were 313,148 bales, and in 1886 were 338,347 bales.

AMOUNT OF COTTON IN SIGHT OCT. 28.—In the table below we give the receipts from plantations in another form, and add to them the net overland movement to Oct. 1, and also the takings by Southern spinners to the same date, so as to give substantially the amount of cotton now in sight.

	1887.	1886.	1885.	1884.
Receipts at the ports to Oct. 28	1,749,571	1,343,801	1,388,453	1,435,830
Interior stocks on Oct. 28 in excess of September 1	244,923	180,937	190,457	138,843
Total receipts from plant'ns	1,994,494	1,524,738	1,578,910	1,574,673
Net overland to Oct. 1	39,462	19,635	22,910	12,391
Southern consumpt'n to Oct. 1	35,000	32,000	29,000	28,000
Total in sight Oct. 28	2,068,956	1,576,373	1,630,820	1,615,064
Northern spinners' takings to Oct. 28	286,353	224,151	265,642	223,968

It will be seen by the above that the increase in amount in sight to-night, as compared with last year, is 492,583 bales, the increase as compared with 1885 is 438,136 bales, and the increase over 1884 is 453,892 bales.

WEATHER REPORTS BY TELEGRAPH.—Our telegraphic advices to-night from the South indicate that in some sections of Texas, Mississippi, Tennessee and Arkansas, and in a few districts in the Atlantic States, rain has interfered with crop gathering. Elsewhere the conditions have been favorable for picking, which in some localities is stated to be nearing completion. Cotton continues to be marketed on a liberal scale.

Galveston, Texas.—We have had rain on three days of the week, the rainfall reaching forty-three hundredths of an inch. The thermometer has averaged 64, ranging from 48 to 79.

Palestine, Texas.—Picking has been interrupted by the heavy rain on two days of the week. The rainfall reached two inches and sixty-six hundredths. The thermometer has ranged from 43 to 78, averaging 56.

Huntsville, Texas.—Interruption to picking has resulted through the hard rain on two days of the week. The rainfall reached two inches and ten hundredths. Average thermometer 58, highest 81, lowest 44.

Dallas, Texas.—The weather has been dry all the week and picking makes good progress. The thermometer has averaged 56, the highest being 75 and the lowest 33.

Austin, Texas.—Picking is progressing finely. Rain has fallen on two days of the week to the extent of eighty-five hundredths of an inch. The thermometer has averaged 62, ranging from 46 to 82.

Luling, Texas.—With favorable weather conditions, picking has gone on actively during the week. The thermometer has ranged from 54 to 82, averaging 68.

Columbia, Texas.—It has rained on one day of the week, the rainfall reaching ninety-eight hundredths of an inch. Average thermometer 62, highest 82 and lowest 46.

Cuero, Texas.—We have had rain on four days of the week, the rainfall reaching one inch. The thermometer has averaged 59, the highest being 82 and the lowest 46.

**Brenham, Texas.**—Hard rain on four days of the week has interfered with picking. The rainfall reached three inches and ninety-three hundredths. The thermometer has averaged 60, ranging from 45 to 81.

**Bellton, Texas.**—It has rained on two days of the week, the rainfall reaching fifty-four hundredths of an inch. Picking is progressing. The thermometer has ranged from 42 to 81, averaging 61.

**Weatherford, Texas.**—Picking continues to make good headway. Rain has fallen on one day of the week to the extent of forty-seven hundredths of an inch. Average thermometer 51, highest 70, lowest 35.

**New Orleans, Louisiana.**—It has rained on three days of the week. The thermometer has averaged 65.

**Shreveport, Louisiana.**—Rainfall for the week three inches. The thermometer has averaged 56, ranging from 43 to 78.

**Columbus, Mississippi.**—We have had rain on three days of the week, the rainfall reaching forty-nine hundredths of an inch. About seven-eighths of the crop has been gathered. The thermometer has ranged from 30 to 82, averaging 68.

**Leland, Mississippi.**—Rainfall for the week three inches and thirty-two hundredths. Average thermometer, 36; highest 70 and lowest 51.

**Greenville, Mississippi.**—The weather has been cloudy and cool during the week, with rain on two days to the extent of three inches and twenty-eight hundredths. The thermometer has averaged 58, ranging from 44 to 72.

**Clarksdale, Mississippi.**—We have had rain on three days of the week, the rainfall reaching three inches and thirty-five hundredths. About two-thirds of the crop has been picked. The thermometer has ranged from 32 to 73, averaging 52.

**Vicksburg, Mississippi.**—It has been showery on two days of the week, the rainfall reaching one inch and thirty-seven hundredths. Average thermometer 56, highest 75 and lowest 47.

**Helena, Arkansas.**—It has rained slowly on two days of the week, interfering with picking. The rainfall reached one inch and seventy-five hundredths. Cotton is being marketed freely. The thermometer has ranged from 38 to 72, averaging 52.

**Memphis, Tennessee.**—Rain on three days of the week has interrupted picking, but the weather is now clear. The rainfall reached two inches and two hundredths. Average thermometer 52.5, highest 72, lowest 37.

**Nashville, Tennessee.**—It has rained on three days of the week, the rainfall reaching one inch and twenty-four hundredths. The thermometer has averaged 51, the highest being 60 and the lowest 42.

**Mobile, Alabama.**—We have had showers on two days of the week, the rainfall reaching twenty hundredths of an inch. The upper rivers are still low. The thermometer has averaged 62, ranging from 46 to 77.

**Montgomery, Alabama.**—We have had rain on four days of the week, the rainfall reaching forty hundredths of an inch. The thermometer has ranged from 44 to 78, averaging 60.

**Selma, Alabama.**—Rain has fallen on three days of the week, the rainfall reaching fifty-two hundredths of an inch. Average thermometer 58, highest 74, lowest 42.

**Auburn, Alabama.**—It has rained on two days of the week, the rainfall reaching forty-one hundredths of an inch. The thermometer has averaged 57.3, the highest being 75 and the lowest 43.

**Birmingham, Alabama.**—Telegram not received.

**Madison, Florida.**—Rain has fallen on one day of the week to the extent of twenty-five hundredths of an inch. The thermometer has averaged 67, ranging from 44 to 83.

**Macon, Georgia.**—Rain has fallen on four days of the week.

**Columbus, Georgia.**—We have had rain on two days of the week, the rainfall reaching ninety-six hundredths of an inch. The thermometer has ranged from 48 to 72, averaging 61.

**Savannah, Georgia.**—It has rained on one day, and the remainder of the week has been pleasant. The rainfall reached sixty hundredths of an inch. Average thermometer 61, highest 82, lowest 50.

**Augusta, Georgia.**—The early part of the week was clear and pleasant, but during the latter portion we have had rain on three days. The rainfall reached three inches and eight hundredths. The thermometer has averaged 57, the highest being 82 and the lowest 40.

**Atlanta, Georgia.**—Telegram not received.

**Albany, Georgia.**—We have had rain on three days of the week, the rainfall reaching two inches and eight hundredths. Picking is about finished and about three-quarters of the crop has been marketed. The thermometer has ranged from 49 to 77, averaging 62.

**Charleston, South Carolina.**—We have had rain on three days of the week, the rainfall reaching eighty-seven hundredths of an inch. Average thermometer 62, highest 82 and lowest 49.

**Savannah, South Carolina.**—Rain has fallen on four days of the week and it is still raining. The rainfall reached three inches and ninety-five hundredths. Light frost on Saturday morning. The thermometer has averaged 57.2, the highest being 75.4 and the lowest 42.6.

**Wilson, North Carolina.**—It has rained on three days of the week, the rainfall reaching two inches and thirteen hundredths. The thermometer has ranged from 41 to 75, averaging 54.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock Oct. 27, 1887, and Oct. 28, 1886.

		Oct. 27, '87.		Oct. 28, '86.	
	Feet.	Inch.	Feet.	Inch.	
New Orleans	Above low-water mark.	3	0	2	1
Memphis	Above low-water mark.	3	0	4	0
Nashville	Above low-water mark.	0	0	0	6
Shreveport	Above low-water mark.	11	7	6	4
Vicksburg	Above low-water mark	1	0	1	1

Below zero of gauge.

**INDIA COTTON MOVEMENT FROM ALL PORTS.**—The receipts and shipments of cotton at Bombay have been as follows for the week and year, bringing the figures down to Oct. 27.

**BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.**

Year	Shipments this week.			Shipments Since Jan. 1.			Receipts.	
	Great Brit'n.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	This Week.	Year.
1887	6,000	6,000	366,000	680,000	1,046,000	8,000	1,497,000	
1886	.....	.....	322,000	675,000	997,000	5,000	1,422,000	
1885	1,900	.....	1,000	220,000	467,000	687,000	4,000	1,015,000
1884	2,000	6,000	8,000	503,000	638,000	1,141,000	5,000	1,572,000

According to the foregoing, Bombay appears to show an increase compared with last year in the week's receipts of 3,000 bales and an increase in shipments of 6,000 bales, and the shipments since Jan. 1 show an increase of 49,000 bales. The movement at Calcutta, Madras and other India ports for the last reported week and since the 1st of January, for two years, has been as follows. "Other ports" cover Ceylon, Tuticorin, Kurrachee and Cocanada.

	Shipments for the week.			Shipments since January 1.					
	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.	Great Britain.	Conti- nent.	Total.
Calcutta—									
1887	.....	.....	.....	99,000	127,000	226,000	37,000	98,000	
1886	1,000	.....	1,000	61,000	35,000	96,000	4,000	33,000	
Madras—									
1887	1,500	4,000	5,500	51,000	11,000	62,000	.....	.....	
1886	3,000	1,000	4,000	35,000	4,000	39,000	.....	.....	
All others—									
1887	1,000	1,000	2,000	82,500	34,000	116,500	.....	.....	
1886	1,000	1,000	2,000	65,000	48,000	113,000	.....	.....	
Total all—									
1887	2,500	5,000	7,500	232,500	172,000	404,500	89,000	250,000	
1886	5,000	2,000	7,000	161,000	.....	.....	.....	.....	

The above totals for the week show that the movement from the ports other than Bombay is 500 bales more than the same week last year. For the whole of India, therefore, the total shipments since January 1, 1887, and for the corresponding periods of the two previous years, are as follows:

**EXPORTS TO EUROPE FROM ALL INDIA.**

Shipments to all Europe from—	1887.		1886.		1885.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay	6,000	1,046,000	.....	997,000	1,000	687,000
All other ports.	7,500	404,500	7,000	250,000	3,000	203,000
Total	13,500	1,450,500	7,000	1,247,000	4,000	890,000

**ALEXANDRIA RECEIPTS AND SHIPMENTS.**—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Oct. 26.	1887.		1886.		1885.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
Receipts (cantars)—						
This week.	170,000		149,000		170,000	
Since Sept. 1.	536,000		442,000		483,000	
Exports (bales)—						
To Liverpool	15,000	45,000	11,000	39,000	8,000	23,000
To Continent	5,000	15,000	2,000	7,000	4,000	9,000
Total Europe	20,000	60,000	13,000	46,000	12,000	32,000

\* A cantar is 88 lbs.

This statement shows that the receipts for the week ending Oct. 26 were 190,000 cantars, and the shipments to all Europe 20,000 bales.

**MANCHESTER MARKET.**—Our report received by cable to-night from Manchester states that the market is steady for both yarns and shirtings. We give the prices for to-day below, and leave those for previous weeks of this and last year for comparison :

32s Cop.	8½ lbs. Twist.	Shirtings.	1887.		1886.	
			Mid. Upds.	Mid. Upds.	Mid. Upds.	Mid. Upds.
d.	d.	s.	d.	s.	d.	d.
Sept. 25	7½	7½	7½	7½	7½	7½
30	7½	7½	7½	7½	7½	7½
Oct. 7	7½	7½	7½	7½	7½	7½
14	7½	7½	7½	7½	7½	7½
21	7½	7½	7½	7½	7½	7½
28	7½	7½	7½	7½	7½	7½

**ELLISON'S ANNUAL COTTON REVIEW FOR THE SEASON OF 1886-87.**—In our editorial columns will be found an article on "Price and Manufacture of Cotton," in which we give the figures from Mr. Ellison's annual review of the European cotton trade for the season of 1886-87, as received by us to-day by cable.

EXPORTS OF COTTON GOODS FROM GREAT BRITAIN.—In addition to the figures which we give in our editorial columns respecting the cotton trade for the past season, we have prepared the following statement of the monthly exports of cotton yarn, goods, etc., from Great Britain for the same season. It will be noticed that we have reduced the movement all to pounds:

Goods omitted.	Yarn & Thread.		Cloth.		Total of All.			
	1886-7.	1885-6.	1886-7.	1885-6.	1886-7.	1885-6.	1886-7.	1885-6.
	Lbs.	Lbs.	Yds.	Yds.	Lbs.	Lbs.	Lbs.	Lbs.
October.....	23,612	20,668	428,415	355,820	77,894	64,695	101,506	85,363
November.....	24,178	19,736	429,554	334,851	76,928	60,582	101,306	80,618
December.....	20,485	21,613	378,633	373,461	68,842	67,903	89,327	86,518
Total 1st qr. ....	88,575	62,017	1,229,602	1,064,135	228,564	193,480	292,139	255,497
January.....	22,111	22,236	444,777	382,759	80,569	69,593	102,980	91,829
February.....	21,731	21,035	417,881	371,911	75,978	67,620	97,709	88,655
March.....	25,96	25,155	432,380	432,516	78,615	78,639	104,579	103,744
Total 2d qr. ....	98,806	68,426	1,295,038	1,187,186	235,462	215,852	305,268	284,278
April.....	20,958	23,536	400,788	372,066	72,870	67,648	93,282	91,184
May.....	18,818	21,274	353,968	388,604	64,345	70,655	84,163	91,929
June.....	19,206	24,431	349,777	425,462	63,596	77,357	82,505	101,788
Total 3d qr. ....	59,985	69,241	1,104,461	1,186,132	260,811	215,600	260,796	254,601
July.....	21,917	22,479	399,852	381,425	71,609	71,168	92,824	83,647
August.....	21,633	21,180	415,302	428,475	75,59	77,905	97,142	99,091
September.....	23,810	21,752	404,110	427,269	73,475	77,674	97,285	90,422
Total 4th qr. ....	66,660	65,417	1,133,304	1,247,109	220,593	220,747	287,253	292,164
Total year.....	265,026	265,101	4,842,365	4,684,562	880,430	851,739	1,145,456	1,116,840
Stockings and socks.....					2,503		2,618	
Sundry articles.....					23,780		23,047	
Total exports cotton manufactures.....					1,171,739		1,141,505	

The foregoing shows that there has been exported from the United Kingdom during the past season 1,171,739,000 lbs. of manufactured cotton, against 1,141,505,000 lbs. last year. As the entire consumption of the mills in Great Britain was 1,477,600,000 lbs. the past season, against 1,456,000,000 lbs. in 1885-86, there seems to be left for the year ending October 1, 1887, for home consumption (after allowing 4½ per cent for waste in manufacture) say only 243,063,000 lbs., against 252,615,000 lbs. the previous year.

DOMESTIC EXPORTS OF COTTON MANUFACTURES.—Through the courtesy of Mr. W. F. Switzer, Chief of the Bureau of Statistics, we have received this week a statement showing the exports of domestic cotton manufactures for September, and for the nine months since January 1, 1887, with like figures for the corresponding periods of the previous year, and give them below:

Quantities of Manufactures of Cotton (colored and uncolored) exported to—	Month ending Sept. 30.		9 mos. ending Sept. 30.	
	1887.	1886.	1887.	1886.
Great Britain and Ireland—yards	411,723	794,051	5,519,384	8,109,763
Other countries in Europe.....	91,064	339,708	2,360,624	3,441,129
British North America.....	70,256	165,830	1,124,332	1,377,511
Mexico.....	1,455,141	676,348	11,611,694	10,970,855
Central American States and British Honduras.....	1,137,730	815,011	6,119,530	4,991,662
West Indies.....	1,257,011	1,118,000	13,444,871	12,899,101
Argentine Republic.....	1,088,000	999,548	1,088,000	1,088,000
Brazil.....	420,278	583,241	5,328,538	5,902,456
United States of Colombia.....	594,488	370,097	4,477,611	3,533,749
Other countries in S. America.....	1,445,219	2,027,869	19,873,446	15,877,903
China.....	3,241,200	729,760	52,459,367	65,051,719
Other countries in Asia and Oceania.....	207,533	1,140,629	5,094,632	8,746,806
Africa.....	201,469	148,669	2,764,340	4,485,421
Other countries.....	270,918	944,556	2,997,753	5,460,468
Total yards of above....	11,113,226	17,100,205	137,936,518	161,587,103
Total values of above.....	\$720,491	\$1,124,582	\$8,951,390	\$10,340,386
Value per yard.....	\$0.0645	\$0.0557	\$0.0649	\$0.0640
Values of other Manufactures of Cotton exported to—	\$	\$	\$	\$
Great Britain and Ireland.....	26,492	19,053	282,535	208,492
Germany.....	1,252	5,072	20,018	14,498
France.....	1,741	807	650	6,021
Other countries in Europe.....	1,741	807	13,98	11,612
British North America.....	24,500	80,503	358,15	491,684
Mexico.....	11,116	6,451	96,307	60,154
Central American States & British Honduras.....	2,104	2,420	29,993	15,531
West Indies.....	5,072	7,154	18,860	50,238
United States of Colombia.....	8,425	7,442	57,100	66,921
Other countries in S. America.....	5,425	4,744	46,930	54,480
Africa.....	250	12,351	207,189	217,674
Other countries.....	3,790	896	1,886	833
Total value of other manufactures of.....	124,054	106,66	1,262,652	1,292,077
Aggregate value of all cotton goods	844,545	1,231,342	10,214,042	11,602,457

EAST INDIA CROP.—The Bombay Company's (Limited) cotton report, dated September 23, contained the following:

Very little cotton has been coming lately from the Oomravutte districts, from which the supplies were rather liberal at this time last year, and as stocks of this growth are very small the probabilities are that local mills will buy Oomras freely when the new crop begins to arrive. Reports of the new crops received lately from the Bengal and Oomravutte districts are more satisfactory, but the heat in Guzerat and Kattawar has been too great for the plants there, and more rain is urgently wanted. In Broach especially, where the bulk of the crop had to be resown, and is consequently late, rain is badly wanted.

The following is from Messrs. Gaddum, Bythell & Co.'s report of like date:

During the ten days which have elapsed since our last report was written the weather has been fairly favorable for the growing crops. In the Central Provinces, Berars and Khandesh, we have had nearly a week of fine weather, which has done a great deal of good to the plants, but in the Broach and Dholera districts the dry weather has lasted long enough, and these districts now begin to want more rain.

JUTE BUTTS, BAGGING, ETC.—A fair inquiry is reported for bagging, and the market is steady in price. Some large parcels are moving and sellers are quoting 5½@5½c. for 1½ lbs., 6@6½c. for 1¾ lbs. 6½@6½c. for 2 lbs. and 7@7½c. for standard weight. Butts are selling steadily, though in small lots, and we hear of lots of paper grades at 2½@2½c.; but in a large way these figures can be shaded.

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per *latest mail* returns, have reached 175,618 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the *CHRONICLE* last Friday. With regard to New York we include the manifests of all vessels cleared up to Thursday,

Total bales.

NEW YORK—To Liverpool, per steamers Adriatic, 1,630; Arabic, 4,411; ...Aurania, 1,311; ...City of Chicago, 2,531

...Nevada, 468; ...The Queen, 2,568. 13,009

To London—per steamer Lydiard Monarch, 1,731. 1,731

To Hull—per steamer Galileo, 3,639. 3,639

To Havre—per steamer La Champagne, 1,507. 1,507

To Bremen, per steamers Faida, 100; ...Saale, 200. 300

To Hamburg—per steamers California, 2,367; ...Ammonia, 1,357. 3,724

To Amsterdam, per steamer Lee-dam, 900. 900

To Antwerp, per steamer Noordland, 1,741. 1,741

To Copenhagen, per steamer Geiser, 260. 260

NEW ORLEANS—To Liverpool, per steamers Cadiz, 6,200; ...California, 2,930; ...Inflexible, 5,924; ...Serra, 4,300

...West Indian, 2,808. 22,152

To Havre—per steamer Marana, 5,526. 5,526

To Bremen—per steamers Etna, 5,664; ...Kingdom, 5,402

...Westgate, 4,417. 4,417

To Revel, per steamer Naworth Castle, 4,580. 4,580

To Barcelona, per steamer Ponce de Leon, 4,252. 4,252

To Antwerp, per steamer Ponce de Leon, 4,200. 4,200

To Malaga—per steamer Ponce de Leon, 2,100. 2,100

To Vera Cruz—per steamer Whitney, 545. 545

SAVANNAH—To Liverpool—per steamers Astraea, 5,377; ...Buena Ventura, 4,440

To Havre, per steamer Wick Bay, 4,730. 4,730

To Bremen—per steamer Marion, 5,303. 5,303

To Amsterdam—per steamer John Dixon, 3,500. 3,500

To Revel—per steamers Hawarden, 4,850; ...Watlington, 4,716. 4,716

CHARLESTON—To Amsterdam—per steamer General Roberts, 3,775. 3,775

To Revel—per steamer Victoria, 4,125. 4,125

GALVESTON—To Liverpool—per steamers Charrington, 4,553. 4,553

...Victoria, 5,548. 5,548

To Antwerp—per steamer Caunden, 3,750. 3,750

WILMINGTON—To Royal, per steamer Roseville, 4,850. 4,850

NORFOLK—To Liverpool—per steamer Dorset, 7,040. 7,040

WEST POINT—To Liverpool—per steamer Leonora, 6,905. 6,905

NEWPORT NEWS—To Liverpool—per steamer Duke of West minister, 2,450. 2,450

BALTIMORE—To Liverpool—per steamer N.Y. Scotian, 956. 956

To Bremen, per steamer Rhein, 1,226. 1,226

BOSTON—To Liverpool, per steamers Palestine, 2,295; ...Pavonia, 1,431; ...Roman, 3,100; ...Virginian, 2,347

To Yarmouth—per steamer Yarmouth, 102. 102

To Indianapolis, per steamer New Brunswick, 40. 40

PHILADELPHIA—To Liverpool—per steamer British Princess, 1,931. 1,931

Total..... 175,618

The particulars of these shipments, arranged in our usual form, are as follows:

Amsterd., Yarmouth, Antwerp, Barc., Ann.

Hull, Brem., Copen., Iona and Lirer., and hagen, and Vera pool, Lond., Harre, Hamb., Reval, Malaga, Cruz, Total.

New York. 13,009 5,370 1,507 4,024 2,841 ..... 26,751

N. Orleans. 22,122 ..... 5,526 15,432 4,580 8,352 545 56,638

Savannah. 9,817 ..... 4,780 5,303 13,066 ..... 32,966

Charleston. 13,116 ..... 3,750 ..... 3,750 4,650

Galveston. 13,116 ..... 3,750 ..... 3,750 4,650

Wilmington. 7,040 ..... 7,040 ..... 7,040 6,905

West Point. 6,905 ..... 6,905 ..... 6,905 2,450

Newport N. 2,450 ..... 2,450 ..... 2,450 2,176

Baltimore. 9,173 ..... 1,220 ..... 1,220 ..... 142 9,315

Philadelphia. 1,931 ..... 1,931 ..... 1,931 ..... 1,931

Total... 86,579 5,370 11,813 26,030 36,787 8,352 687 175,618

Below we add the clearances this week of vessels carrying cotton from United States ports, bringing our data down to the latest dates:

GALVESTON—For Liverpool—Oct. 22—Steamer Bradsworth, 4,660.

For Bremen—Oct. 22—Steamer Maritana, 4,320.

NEW ORLEANS—For Liverpool—Oct. 22—Steamer Electrician, 5,296.

For Havre—Oct. 21—Steamer Capulet, 6,100. 6,100

For Carl Woermann, 4,998; Greystroke, 5,755; Oxford, 8,774; Paris, 7,075. 7,075

For Antwerp—Oct. 22—Steamer San Francisco, 1,453.

For Reval—Oct. 22—Steamer Halcyon, 4,003.

SAVANNAH—For Liverpool—Oct. 22—Steamer Kate, 5,096.

For Reval—Oct. 23—Steamer York City, 1,200. 1,200

For Barcelona—Oct. 21—Steamer Hartlepool, 3,910.

For Genoa—Oct. 24—Steamer Lykus, 3,192.

CHARLESTON—For Havre—Oct. 24—Steamer City of Newcastle, 5,113.

For Ghent—Oct. 24—Steamer Ardandhu, 2,700.

For Bremen—Oct. 26—Steamer Huntsman, 1,200.

For Barcelona—Oct. 21—Steamer India, 3,875; Stora Lee, 4,176.

WILMINGTON—For Liverpool—Oct. 25—Steamer Dalbeattie, 1,200.

NORFOLK—For Liverpool—Oct. 21—Steamer Darwin, 8,186. 8,186

Oct. 22—Steamer Monarch, 7,430.

BOSTON—For Liverpool—Oct. 19—Steamer Bothnia, 1,296. 1,296

Steamer Irian, 2,561. 2,561

Oct. 25—Steamer Kansas.

BALTIMORE—For Liverpool—Oct. 20—Steamer Oranmore, 2,843.

PHILADELPHIA—For Liverpool—Oct. 25—Steamer Indiana, 1,202.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, &c.:

**AMY DORA**, steamer (Br.), at New Orleans for Genoa.—A fire was discovered A. M. Oct. 25 in the hold of steamer Amy Dora, which was extinguished by the crew. About 100 bales of cotton slightly damaged.

**ASHDELL**, steamer (Br.), before reported.—A portion of the cargo of steamer Ashdell was discharged at Savannah Oct. 17. A thorough examination was made of the vessel's forward hold, to see that no fire had communicated from the heated plates, caused by the fire on the lighter alongside. The survey called by the captain was held on the 17th, and it was recommended that the cargo be reloaded and that as soon as her full cargo is in that she proceed to her destination.

**BOTHAL**, steamer (Br.), before reported.—The board of survey appointed to examine into the condition of steamer Bothal, at Charleston, have reported the vessel to be in a seaworthy condition. A survey of the cotton which was injured by fire and water was also made. It was decided that it is unnecessary to remove the cotton from the forward compartment of the vessel, but that the part of the cargo which was injured by the fire and the flooding of the after-hold shall be sold at auction. About 472 bales of burned cotton were sold on Oct. 22 for \$1,020.

**BEORNSFIELD**, steamer (Br.). A slight fire occurred Oct. 21 on board steamer Brooksfield, at West Point, Va., for Liverpool. The only damage reported is that caused by water.

**NAPLES**, steamer (Br.), before reported.—A survey was held Oct. 18 on the damaged cargo of steamer Naples, at Savannah. It was recommended that it be sold at auction for the benefit of all concerned. About 600 bales were sold at prices ranging from \$27 to \$33 per bale.

**RESOLUTE**, steamer (Br.), before reported.—The crew of steamer Resolute, at Savannah, have refused to make the voyage in the vessel with the wet cotton on board.

**SYLVIA**, steamer (Br.), at Savannah for Reval, with 4,078 bales cotton on board, had a fire break out in No. 1 hatch Oct. 23. She had hatched 1 and 2, containing about 2,000 bales flooded. The fire was extinguished and water was being pumped out on the 24th.

**WHITELEY**, steamer, which sailed from New Orleans for Galveston Oct. 18, returned on the 20th in distress, having carried away wheelhouse, forward boat, stove in forward end of saloon, flooding cabins and shifting cargo, and doing other damage during a cyclone on the 19th.

**DIXIE**, barge, from Houston for Galveston, loaded with 500 bales of cotton, sunk Oct. 21 near Redfish bar. A tug left Galveston with a barge into which it is proposed to transfer the cotton from the Dixie.

**JU SEFA FORMOSA**, bark (Spanish). Grau, from New Orleans Oct. 9 for Havana and Barcelona, returned to New Orleans on the 21st in distress, leaking badly.

#### Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	964	964	964	964	532	1164
Do sail...d.	....	....	....	....	....	....
Havre, steam ...c.	716	716	716	716	716	716
Do sail...c.	....	....	....	....	....	....
Bremen, steam...c.	38	38	38	38	38	38
Do sail...c.	....	....	....	....	....	....
Hamburg, steam.c.	38	38	38	38	38	38
Do sail...c.	....	....	....	....	....	....
Amst'd'm, steam c.	324-35*	324-35*	324-35*	324-35*	324-35*	324-35*
Do via Leith d.	....	....	....	....	....	....
Reval, steam....d.	1564@932	1564@932	1564@932	1564@932	1564@932	1564@932
Do sail...d.	....	....	....	....	....	....
Barcelona, steamd.	732	732	732	732	732	732
Genoa, steam....d.	732	732	732	732	732	732
Trieste, steam....d.	34	34	34	34	34	34
Antwerp, steam.d.	964	964	964	964	964	18@964

\* Per 100 lbs.

**LIVERPOOL**.—By cable from Liverpool we have the following statement of the week's sales, stocks, &c., at that port. We add previous weeks for comparison.

	Oct. 7.	Oct. 14.	Oct. 21.	Oct. 28.
Sales of the week .....	75,000	77,000	79,000	83,000
Of which exporters took .....	12,000	8,000	9,000	11,000
Of which speculators took .....	3,000	2,000	3,000	5,000
Sales American .....	51,000	51,000	53,000	55,000
Actual export .....	8,000	6,000	12,000	9,000
Forwarded .....	5,000	8,00	16,000	17,000
Total stock—Estimated .....	475,000	430,000	434,000	443,000
Of which American—Estim'd .....	212,000	190,000	208,000	216,000
Total import of the week .....	40,000	36,000	99,000	103,000
Of which American .....	25,000	33,000	83,000	83,000
Amount afloat .....	192,000	234,000	234,000	226,000
Of which American .....	165,000	209,000	217,000	212,000

The tone of the Liverpool market for spots and futures each day of the week ending Oct. 28 and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednesday	Thursday	Friday.
Market, { 12:30 P.M.	Steady but quiet.	Steady.	Steady.	Firm.	Active.	Quieter.
Mid.Upl'ds.	514	514	514	514	5516	5516
Mid.Orl'm.	538	538	538	538	516	516
Sales .....	10,000	14,000	12,000	10,000	15,000	12,000
Spec. & exp.	1,000	2,000	1,500	1,000	2,000	1,500
Futures.						
Market, { 12:30 P.M.	Steady at 154 de-cline.	Steady at 154 de-cline.	Quiet at 154 de-cline.	Firm.	Steady at 154 ad-vance.	Quiet at 154 de-cline.
Market, { 4 P.M.	Steady.	Firm	Dull.	Very steady.	Firm.	Steady.

The opening, highest, lowest and closing prices of futures at Liverpool for each day of the week are given below. These prices are on the basis of Uplands, Low Middling clause, unless otherwise stated.

The prices are given in pence and 64ths, thus: 5 15 means 5 15-64d., and 6 01 means 6 1-64d.

Sat., Oct. 22.				Mon., Oct. 24.				Tues., Oct. 25.			
Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
October ....	5 15	5 15	5 15	5 15	5 15	5 16	5 15	5 16	5 15	5 15	5 14
Oct.-Nov....	5 12	5 18	5 12	5 12	5 12	5 13	5 12	5 13	5 11	5 11	5 11
Nov.-Dec....	5 10	5 10	5 10	5 10	5 10	5 11	5 10	5 11	5 10	5 10	5 09
Dec.-Jan....	5 10	5 10	5 10	5 10	5 10	5 11	5 10	5 11	5 10	5 10	5 09
Jan.-Feb....	5 10	5 10	5 10	5 10	5 10	5 11	5 10	5 11	5 10	5 10	5 09
Feb.-March	5 11	5 11	5 11	5 11	5 11	5 12	5 11	5 12	5 11	5 11	5 12
Mar.-April....	5 13	5 13	5 13	5 13	5 13	5 14	5 13	5 14	5 13	5 13	5 12
April-May....	5 15	5 15	5 15	5 15	5 15	5 16	5 15	5 16	5 15	5 15	5 14
May-June....	5 17	5 17	5 17	5 17	5 17	5 18	5 17	5 18	5 17	5 17	5 16

Wednes., Oct. 26.				Thurs., Oct. 27.				Fri., Oct. 28.			
Open	High	Low	Clos.	Open	High	Low	Clos.	Open	High	Low	Clos.
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
October ....	5 16	5 16	5 16	5 16	5 17	5 18	5 17	5 18	5 16	5 16	5 16
Oct.-Nov....	5 13	5 13	5 13	5 13	5 14	5 14	5 13	5 14	5 13	5 13	5 14
Nov.-Dec....	5 11	5 11	5 11	5 11	5 12	5 13	5 12	5 13	5 11	5 11	5 11
Dec.-Jan....	5 11	5 11	5 11	5 11	5 12	5 13	5 12	5 13	5 11	5 11	5 11
Jan.-Feb....	5 11	5 11	5 11	5 11	5 12	5 13	5 12	5 13	5 11	5 11	5 11
Feb.-March	5 12	5 12	5 12	5 12	5 13	5 14	5 13	5 14	5 12	5 12	5 12
Mar.-April....	5 13	5 13	5 13	5 13	5 15	5 16	5 15	5 16	5 14	5 14	5 14
April-May....	5 15	5 15	5 15	5 15	5 17	5 18	5 17	5 18	5 16	5 16	5 16
May-June....	5 17	5 18	5 17	5 18	5 19	5 19	5 19	5 19	5 17	5 17	5 18

#### B R E A D S T U F F S.

FRIDAY, P. M., October 28, 1887.

The flour market has shown few changes of moment in the past week. At extreme low prices the poorer grades have been fairly active for export, but the higher grades had a slow sale to the home trade. Rye flour and buckwheat flour have declined, under some increase in the volume of supplies. To-day the market was steady and moderately active.

The wheat market has been variable and unsettled. On Tuesday the bull party showed much activity and confidence in their operations, and prices made a smart advance, especially the winter months, but the higher prices checked the export movement, and there was but little buying by local millers; and on Wednesday a liberal increase in the quantity afloat for European markets caused most of Tuesday's advance to be lost. A more active export gave a firmer tone to the speculation at the close of Thursday. To-day the speculation was active at full prices, with a moderate export at 84c. f. o. b. for No. 2 red winter.

#### DAILY CLOSING PRICES OF NO. 2 RED WINTER WHEAT.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
November delivery....	8318	8258	8338	8318	8338	8378
December delivery....	8418	8338	8358	8418	8458	8434
January delivery....	8518	8438	8558	8518	8538	8578
February delivery....	8614	8538	8638	8614	8678	87
March delivery....	8714	8638	8758	8714	8738	88
April delivery....	8814	8738	8858	8814	8838	89
May delivery....	8914	8873	8938	8914	8938	90
June delivery....	8912	8912	8938	8912	8938	8978

Indian corn has been in good demand for export, and the speculation has shown increased activity and spirit, causing a moderate but steady advance in prices. There have been small receipts of the new crop, which the very dry season has put in condition for marketing much earlier than usual; but there is no question that the out-turn is deficient. To-day there was a brisk export at full prices.

#### DAILY CLOSING PRICES OF NO. 2 MIXED CORN.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
November delivery....	3274	3234	3274	3274	3318	3338
December delivery....	3388	3314	3388	3314	3378	334
January delivery....	3314	3388	3314	3314	3378	34
February delivery....	3314	3388	3314	3314	3378	334
March delivery....	3314	3388	3314	3314	3378	334
April delivery....	3314	3388	3314	3314	3378	334
May delivery....	3314	3388	3314	3314	3378	334

Oats have latterly shown fresh strength, but the better prices trade was dull. To-day, however, there was a further advance.

#### DAILY CLOSING PRICES OF NO. 2 OATS.

	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.
November delivery....	3274	3234	3274	3274	3318	3338
December delivery....	3388	3314	3388	3314	3378	334
January delivery....	3314	3388	3314	3314	3378	34
February delivery....	3314	3388	3314	3314	3378	34
March delivery....	3314	3388	3314	3314	3378	34
April delivery....	3314	3388	3314	3314	3378	34
May delivery....	3314	3388	3314	3314	3378	34

The barley market has at length opened for the season. The demand is active and prices are much better than last week. To-day the market was quiet at the advance.

Barley malt is also decidedly higher, with a fair demand at the improvement. Buckwheat is dull and unsettled.

The following are the closing quotations:

#### FLOUR.

Fine.....	2 15@2 40	2 15@2 40	Southern bakers' and family brands.....	\$3 50@4 25
Superfine.....	2 40@2 55	2 40@2 55	Rye flour, superfine.....	3 45@3 75
Spring wheat extract.....	2 65@3 05	2 65@3 05		
Minn. clear strain.....	3 75@4 50	3 75@4 50	Fine.....	2 25@2 50
Wheat & shipper's extract.....	2 70@3 10	2 70@3 10		
Winter XX and XXX.....	3 25@4 25	3 25@4 25	Western, &c.....	2 60@2 95
Patents.....	4 20@5 00	4 20@5 00	Brandywine.....	2 90@2 95
Southern supers.....	2 75@3 00	2 75@3 00	Buckwheat flour, per	
Southern com. extract.....	3 20@3 40	3 20@3 40	100 lbs.....	2 00@2 20

## GRAIN

		GRAIN.			
<b>Wheat—</b>					
Spring, per bush...	77	@	90	Oats—Mixed.....	32½ <sup>a</sup> @ 35½ <sup>a</sup>
Spring No. 2.....	83	@	84½ <sup>a</sup>	White.....	34½ <sup>a</sup> @ 39½ <sup>a</sup>
Red winter No. 2...	84	@	85½ <sup>a</sup>	No. 2 mixed.....	33½ <sup>a</sup> @ 34½ <sup>a</sup>
Red winter.....	75	@	88	No. 2 white.....	35½ <sup>a</sup> @ 36½ <sup>a</sup>
White.....	78	@	87	Barley—Can'da No. 2	85 @ 91
<b>Corn—West'n mixed.</b>	50	@	54½ <sup>a</sup>	Canada No. 1.....	94 @ 95
West'n mixed No. 2.	53	@	54	Canada No. 1 bright	84 @ 100
Western white.....	54	@	57	Two-rowed State.....	....@....
Western yellow.....	52	@	55	Six-rowed State.....	....@....
White Southern....	55	@	60	Milwaukee No. 2.	77 @ 80
<b>Rye—</b>				Malt—State, 4-rowed	85 @ 88
State & Pa., 2 bush.	58	@	60	State, 2-rowed.....	75 @ 78
				Buckwheat.....	58 @ 60

The movement of breadstuffs to market is indicated in the statements below, prepared by us from the figures of the New York Produce Exchange. We first give the receipts at Western lake and river ports, arranged so as to present the comparative movement for the week ending Oct. 22, 1887, and since August 1, for each of the last three years:

<i>Receipts at—</i>	<i>Flour.</i>	<i>Wheat.</i>	<i>Corn.</i>	<i>Oats.</i>	<i>Barley.</i>	<i>Rye.</i>
	<i>Bbls. 160 lbs</i>	<i>Bush. 60 lbs</i>	<i>Bush. 56 lbs</i>	<i>Bush. 32 lbs</i>	<i>Bush. 48 lbs</i>	<i>Bu. 56 lbs</i>
<b>Chicago.....</b>	126,765	466,882	1,905,537	1,301,387	362,701	22,354
<b>Milwaukee.....</b>	59,058	345,110	46,560	191,200	240,623	2,900
<b>Toledo.....</b>	6,419	225,994	42,533	30,728	3,000	2,876
<b>Detroit.....</b>	5,553	154,309	69,949	68,620	54,635	.....
<b>Cleveland.....</b>	4,262	49,090	7,800	48,554	9,750	109
<b>St. Louis.....</b>	23,918	800,519	393,095	274,750	102,959	10,314
<b>Peoria.....</b>	1,000	48,000	218,940	390,700	24,000	12,550
<b>Duluth.....</b>	55,393	569,704	.....	.....	.....	.....
<b>Minneapolis.....</b>	.....	1,535,520	.....	.....	.....	.....
<b>Tot. Wk. '87.....</b>	252,371	3,726,0.8	6,922,374	2,210,937	797,668	51,000

Same wk. '86	167,000	2,836,703	1,826,629	1,282,069	824,023	54,274
Same wk. '85	265,175	4,108,718	1,808,334	1,180,561	739,214	121,329
Since Aug. 1,						

1887.....	2,953,182	34,136,372	24,601,959	24,477,553	7,784,443	573,400
1886.....	3,375,493	39,604,784	28,820,885	24,480,285	8,209,160	903,742
1885.....	2,015,030	24,784,227	25,618,811	21,235,851	4,872,910	1,257,137

as follows:		1887.	1886.	1885.	1884.
Flour.....bbls.	11,794,467		8,720,368	8,955,412	9,372,894
Wheat.....bush.	68,939,567		50,219,887	42,632,545	55,982,098

Corn.....	57,827,129	71,702,594	81,090,141	69,875,623
Oats.....	43,855,187	42,830,780	45,978,416	45,267,815
Barley.....	6,805,682	7,779,503	4,538,820	4,273,944
Rye.....	879,086	1,346,389	1,719,663	5,288,700

Total grain...	178,306,651	173,879,153	175,968,585	180,688,182
* Include one week extra.				

1887.	1886.	1885.	1884.
Week	Week	Week	Week
Oct. 22	Oct. 22	Oct. 21	Oct. 25

Flour.....	bbls.	322,067	110,534	204,533	184,343
Wheat.....	bush.	617,127	217,651	829,690	406,251
Corn.....		355,969	266,030	1,474,250	226,951
Oats.....		1,192,277	1,342,350	1,054,600	1,007,890
Barley.....		333,050	413,522	340,105	230,556
Rye.....		20,003	53,392	76,272	47,764

**The rail and lake shipments from same ports for last four weeks were:**

Weeks	Weeks	Weeks	Weeks	Weeks	Weeks	Weeks	Weeks	Weeks
Week	Flour	Wheat,	Corn,	Oats,	Barley,	Rye,		
ending	bbs	bush.	bush.	bush.	bush.	bush.		
Oct. 2, '87.	498,084	24,155	1,340,599	1,352,050	393,050	29,000		
Oct. 15, '87.	410,395	27,117	830,262,387	1,357,367	349,161	59,513		
Oct. 8, '87.	445,851	6,168	29,176,869	1,342,330	545,320	19,434		
Oct. 1, '87.	412,497	1,606,596	2,453,027	1,337,371	511,026	13,815		

**Tot. 4 wks.** 1,790,857 **7,716,377** 7,670,882 5,539,420 1,837,059 112,765  
**4 weeks '86** 1,443,001 8,333,386 8,409,750 5,058,460 1,817,428 192,734

The receipts of flour and gain at the seaboard ports for the week ended October 22, 1887, follow:						
At—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	137,778	94,150	1,002,350	731,600	132,550	4,440
Boston.....	74,179	55,450	88,697	148,055	2,100	—
Montreal.....	20,887	183,128	72,539	6,215	15,308	—
Philadelphia.....	21,225	66,872	12,132	131,159	23,400	—
Baltimore.....	60,817	104,260	63,596	39,055	—	1,400
Richmond.....	3,070	15,256	15,118	7,858	—	1,732

Norfolk, Va....	3,284	.....	1,676	2,412	.....	.....
New Orleans...	15,054	.....	1,387	5,775	.....	.....
Total week.						
St. Louis...	336,864	1,373,116	1,257,525	1,072,159	173,358	8,028

The exports from the several seaboard ports for the week ending October 22, 1881, are shown in the annexed statement:

<i>Exports from—</i>	<i>Wheat.</i>	<i>Corn.</i>	<i>Flour.</i>	<i>Oats.</i>	<i>Rye.</i>	<i>Pe. s.</i>
	<i>Bush.</i>	<i>Bush.</i>	<i>Bbls.</i>	<i>Bush.</i>	<i>Bush.</i>	<i>Bush.</i>
New York	364,276	275,164	108,922	5,017	.....	1,338
Boston	30,896	10,250	33,485	.....	.....	.....
N. News	40,000	.....	357	.....	.....	.....
Norfolk	.....	.....	.....	.....	.....	.....
Montreal	43,294	77,329	25,619	.....	.....	101,822
Philadelphia	43,000	1,127	1,163	635	.....	.....
Baltimore	16,000	.....	56,468	.....	.....	.....
N. Or'lnd	4,762	68,119	35	.....	.....	.....
Eichm'd	.....	.....	.....	.....	.....	.....
 Tot. wk.	542,228	431,989	226,049	5,652	.....	103,160
Sm'time	.....	.....	.....	.....	.....	.....

The destination of the exports is as below. We add the corresponding period of last year for comparison.

Exports for week to—	Flour.		Wheat.		Corn.	
	1887. Week. Oct. 22.	1886. Week. Oct. 23.	1887. Week. Oct. 22.	1886. Week. Oct. 23.	1887. Week. Oct. 22.	1886. Week. Oct. 23.
Un.King. Cont'nt.	167,797 3,344	141,324 16,092	362,076 153,521	514,177 444,014	316,573 103,866	644,156 242,817
S.&C.Am. W. Indies	8,857 20,291	32,923 16,057	----- 796	----- 6,552	6,326 20,633	----- -----
Brit. col's Oth.c'n'ts	24,643 1,117	14,575 403	4,505 21,330	----- 33,000	----- 4,874	----- -----
Total.	226,049	221,377	542,228	991,191	431,989	913,952

The visible supply of grain, comprising the stocks in granary at the principal points of accumulation at lake and seaboard ports, and in transit by water, October 22, 1887:

<i>In store at—</i>	<i>Wheat, bush.</i>	<i>Corn, bush.</i>	<i>Oats, bush.</i>	<i>Rye, bush.</i>	<i>Barley, bush.</i>
New York .....	6,227,232	767,046	936,827	23,065	92,534
Do afloat .....	304,700	345,200	51,600	1,500	49,400
Albany .....	2,000	31,500	53,700	5,100	25,100
Buffalo .....	2,065,794	591,877	148,357	78,268	229,987
Chicago .....	4,508,053	3,011,258	1,573,608	45,288	259,299
Milwaukee .....	1,102,277	10,815	49,510	14,487	159,613
Duluth* .....	1,157,027	.....	.....	.....	.....
Toledo .....	1,612,789	42,119	36,556	11,837	.....
Detroit .....	593,821	79,589	42,882	.....	12,294
Oswego .....	84,000	75,000	.....	800	345,800
St. Louis .....	5,482,821	555,596	1,107,479	12,200	58,736
Do afloat .....	.....	120,000	.....	.....	.....
Cincinnati .....	50,000	96,000	262,000	11,000	66,000
Boston .....	42,607	89,637	395,969	141	3,060
Toronto .....	44,668	.....	6,400	.....	225,577
Montreal .....	393,885	35,781	112,053	9,759	24,143
Philadelphia .....	576,662	21,718	131,278	.....	.....
Peoria .....	60,692	98,313	496,905	50,471	20,659
Indianapolis .....	258,950	66,280	84,700	4,800	.....
Kansas City .....	415,420	45,102	106,867	929	30,101
Baltimore .....	1,567,075	10,670	.....	.....	.....
Minneapolis .....	2,976,650	.....	.....	.....	.....
St. Paul .....	110,000	.....	.....	.....	.....
On Mississippi .....	.....	.....	30,700	.....	.....
On lakes .....	1,347,442	876,367	40,351	.....	139,273
On canal & river .....	1,672,000	954,500	131,700	44,200	401,200

\* Duluth wheat, 1,157,027, includes 268,519 in new elevator not yet made regular. <sup>t</sup>Minneapolis and St. Paul not included.

## THE DRY GOODS TRADE.

NEW YORK, Friday, P. M., Oct. 28, 1887.

Business in commission and importing circles was comparatively quiet the past week, but by no means unsatisfactory for the time of year. Operations in seasonable goods were continued on a moderate scale by wholesale buyers on the spot, and very fair orders for reassortments were received through the medium of salesmen traveling in the West and South. Spring goods continued to attract a very fair share of attention, and liberal orders for some descriptions were placed (for later delivery) with the representatives of domestic manufacturers and importers. The jobbing trade was somewhat irregular, a fair business for the time of year having been done in most sorts of department goods, while prints and American dress goods were quiet, as were some descriptions of imported goods. Considerable quantities of both domestic and foreign goods were disposed of to pretty good advantage through the auction rooms. The principal auction sales embraced large lines of upholstery and curtain goods, wool hosiery and ostrich feathers, and they were well attended by local and out-of-town buyers, whose purchasers were conducted with a degree of liberality suggestive of ample confidence in the situation. Prices have not undergone any material change, and the tone of the market for staple goods is generally firm.

is generally firm.

**DOMESTIC COTTON GOODS.**—The exports of cotton goods from this port for the week ending October 25 were 2,573 packages, valued at \$161,118. These shipments include 1,040 to South America, 525 to China, 355 to Africa, 200 to Aden, 137 to the West Indies, 106 to Mexico, 106 to the Sandwich Islands, 42 to Europe, and 62 to all other countries. Since the 1st of January the exports aggregate 156,864 packages, valued at \$2,435,776. Of this total China has had 76,791 packages, valued at \$3,651,171; and 32,926 packages, valued at \$2,362,026, have gone to South America. For the similar period of 1886 the exports to all ports reached 173,259 packages, and in 1885 were 148,710 packages. There was a steady improvement in plain and colored cotton in execution of princi-

ous orders, and a moderate amount of new business was done by commission houses and jobbers. Values of brown, bleached and colored cottons are without quotable change, but holders are very firm in their views because of the very small stocks on hand and the large demand for consumption in sight. Print cloths were less active, but prices remain steady on the basis of 3½c. for 64x64s and 2 15-16c. for 56x60s. Stocks last Saturday and for the three previous years were as follows:

	1887.	1886.	1885.	1884.
Stock of Print Cloths—	Oct. 22.	Oct. 23.	Oct. 24.	Oct. 25.
Held by Providence manufacturers...	183,000	25,000	333,000	411,000
Fall River manufacturers.....	39,000	28,000	268,000	376,000
Providence speculators.....	46,000	42,000	260,000	305,000
Outside speculators (est.).....	75,000	10,000	160,000	150,000
Total stock (pieces).....	343,000	105,000	1,021,000	1,212,000

Prints continued quiet in the hands of both agents and jobbers, but stocks are well in hand and desirable styles are steadily held. Dress ginghams, seersuckers, chambrays and light printed dress fabrics were in good demand for future delivery, and a fair business was done in white goods, cotton hosiery and spring underwear.

**DOMESTIC WOOLEN GOODS.**—As regards men's-wear woolens the demand at first hands was light and irregular, spot goods having ruled quiet, while operations in spring-weight fabrics were conducted on a very conservative basis by the wholesale clothing trade. Light-weight cassimeres, suitings and worsteds were severally in light demand, but there was a fair movement in cheviots on account of former transactions. Overcoatings and cloakings ruled quiet, as usual at this stage of the season, and there was a lessened demand for Jersey cloths and stockinettes by the manufacturing trade. Satinets and Kentucky jeans were in steady, but moderate, request, and desirable makes are steadily held by agents. Flannels and blankets were lightly dealt in by package buyers, but a fair distribution was made by jobbers. All-wool dress goods were more active, and prices of tricots have been slightly advanced by the mill agents. Worsted dress goods were mostly quiet, and there was steady, though moderate, business in carpets. Wool hosiery ruled quiet, and the sale of heavy shirts and drawers was checked by the announcement of a large auction sale of these goods which will be held on the first of November.

**FOREIGN DRY GOODS** have shown very little animation in first hands and the jobbing trade was moderate. Dress goods were quiet in the hands of importers, and silks, velvets,

plushes and velveteens were in light demand, while there was a limited business in linen goods, hosiery, laces, embroideries and gloves. Large lines of curtain and upholstery goods were sold at auction and brought fair prices, but fancy velvets and plushes sold very low when offered at public sale.

#### IMPORTATIONS OF DRY GOODS.

The importations of dry goods at this port for the week ending Oct. 27, 1887, and since Jan. 1, and the same facts for the corresponding periods of last year are as follows:

ENTERED FOR CONSUMPTION FOR THE WEEK AND SINCE JANUARY 1, 1887 AND 1886.	Week Ending		Since Jan. 1, 1886.		Week Ending		Since Jan. 1, 1887.	
	Oct. 28, 1886.	Oct. 27, 1887.	Oct. 28, 1886.	Oct. 27, 1887.	Oct. 28, 1886.	Oct. 27, 1887.	Oct. 28, 1886.	Oct. 27, 1887.
Manufactures of—								
Wool.....	605	182,260	202,237	67,732	509	161,862	24,214	8,446,578
Cotton.....	206	87,213	13,611	3,866,637	150	40,160	11,334	3,582,055
Silk.....	271	11,300	17,987	3,874,519	236	92,898	11,272	4,616,764
Flax.....	41	10,888	11,425	2,355,299	868	63,926	2,208,578	2,217,633
Miscellaneous.....	6,580	65,109	75,370	1,891,186	3,009	59,273	49,430	83,541,882
Total.....	8,188	490,581	132,750	18,581,781	4,772	11,149	161,018	21,128,438
Entered for consumption.....	5,3900	1,505,336	37,587	80,006,341	10,827	14,737	10,368	83,541,882
Total on market.....	14,118	1,998,692	503,337	98,557,825	15,399	1,889,854	375,386	101,670,320
Manufactures of—								
Wool.....	470	137,911	22,718	7,416,832	431	143,541	23,375	8,219,664
Cotton.....	164	50,750	12,744	3,694,491	191	65,812	13,730	4,792,310
Silk.....	193	85,678	8,029	3,730,453	291	96,956	11,975	4,792,310
Flax.....	199	31,959	11,370	2,258,916	669	51,065	15,316	2,217,633
Miscellaneous.....	7,242	38,256	77,586	1,616,377	5,001	81,505	101,714	83,541,882
Total for consumption.....	8,271	361,590	135,447	19,017,345	6,583	145,179	118,409	21,128,438
Entered at the port....	14,231	1,872,916	503,034	99,053,889	17,110	1,982,881	577,777	101,670,320

#### WITHDRAWN FROM WAREHOUSE AND THROWN INTO THE MARKET.

#### ENTERED FOR WAREHOUSE DURING SAME PERIOD.

### Banks.

#### Bank of Buffalo,

BUFFALO, N. Y.

S. S. JEWETT, Pres. WM. C. CORNWELL, Cash'r.

**Capital**..... \$300,000 | **Surplus**..... \$250,000

This Bank has superior facilities for making collections in and out of the city on the most liberal terms, and with careful attention to the best interests of its correspondents.

**Correspondents**—Importers' & Traders' Nation: Bank and Chemical National Bank, New York; Merchants' Loan & Trust Co., Chicago; Union Bank of London, London.

W. T. BLACKWELL, Pres't. P. A. WILEY, Cashier.

**The Bank of Durham,**

DURHAM, N. C.,

Pay Special Attention to Collections.

FIRST-CLASS FACILITIES.

New York Correspondents—The National Park Bank and Seventh Ward National Bank.

G. Fletcher, Pres. STATE BANK, C. T. Walker, Pres't. | Incorporated 1875. Cashier.

**German National Bank,**

LITTLE ROCK, ARKANSAS.

**Capital (paid-in)**..... \$200,000

Prompt attention given to all business in our line. N. Y. Correspondents—Importers' & Traders' National Bank and National Bank of the Republic.

J. S. ALEXANDER, Pres. A. A. ALEXANDER, Cash'r.

**Texas National Bank,**

SAN ANTONIO, TEXAS.

COLLECTIONS AND INVESTMENTS MADE.

Correspondence invited.

**MERCHANTS' NATIONAL BANK,**

RICHMOND, VIRGINIA.

Collections made on all Southern points on best terms; prompt returns.

JOHN P. BRANCH, President.

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### Financial.

#### FIDELITY & CASUALTY CO.

Nos. 214 & 216 BROADWAY, NEW YORK.

Cash Capital, \$250,000, invested in U. S. Gov't Bonds \$200,000 deposited with the N. Y. Ins. Dept., for the protection of policyholders.

Assured, July 1st, 1887. #632, 1887.

Officials of Banks, Railroads and Express Companies, Managers, Secretaries, and Clerks of Public Companies, Institutions and Commercial firms, can obtain

#### BONDS OF SURETYSHIP

from this Company at moderate charges.

The bonds of this Company are accepted by the courts of the various States.

#### CASUALTY DEPARTMENT.

Policies issued against accidents causing death or totally disabling injuries.

Full information as to details, rates &c. can be obtained by address, or copy of Circular No. 1, to WM. M. RICHARDSON, Pres't. GEO. F. SEWARD, V. Pres't. JOHN M. CRANE, Sec'y. ROBERT HILLAS, Asst. Sec'y.

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#### Bonds of Suretyship.

#### NO OTHER BUSINESS.

#### The Guarantee Co.

#### OF NORTH AMERICA.

Cash Capital..... \$100,000

Assets and Resources over..... 900,000

Deposit with Insurance Department..... 940,000

President: SIR ALEX. T. GALT.

Vice-President: HON. JAS. FERRIMA.

Managing Director: EDWARD RAWLINGS.

#### NEW YORK OFFICE:

D. J. TOMPKINS, Secretary.

NEW YORK DIRECTORS—Joseph W. Drexel, F. P. Dicott, Logan C. Murray, J. E. Pulsford, John Paton, E. F. Winslow, Erastus Wiman, W. Butler Duncan.

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(M. L. SCUDDER, Jr., Proprietor.)

ANSWERS INQUIRIES CONCERNING

#### American Stocks and Securities.

Large Library of Railroad Documents.

Competent Experts.

Confidential Reports.

Moderate Charges.

#### STOCKS and BONDS

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The Undersigned hold REGULAR AUCTION

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#### STOCKS AND BONDS,

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W. E. MANTIS, Secretary.

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No. 26 BROAD STREET, NEW YORK.

JAMES W. WALSH, JR., Member N. Y. Stock Exchange.

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Member N. Y. Stock Exchange.

## Trust Companies.

Union Trust Company  
OF NEW YORK.

73 Broadway, cor. Rector St., N. Y.

CAPITAL, - - - - - \$1,000,000

SURPLUS, - - - - - \$2,500,000

Authorized to act as Executor, Administrator

Guardian, Receiver, or Trustee, and is

## A LEGAL DEPOSITORY FOR MONEY.

Accepts the transfer agency and registry of stocks,

and acts as Trustee of mortgages of corporations.

Allows interest on deposits, which may be made at

any time, and withdrawn on five days' notice, with

interest for the whole time they remain with the

company.

For the convenience of depositors this company

also opens current accounts subject, in accordance

with its rules, to check at sight, and allows interest

upon the resulting daily balances. Such checks pass

through the Clearing-house.

## TRUSTEES:

Wm. Whitwright, James M. McLean,  
Henry A. Kent, Ambrose C. Kingsland,  
R. T. Wilson, James H. Ogilvie,  
Wm. F. Russell, S. T. Fairchild,  
C. D. Wood, I. H. Frothingham,  
James N. Platt, George A. Jarvis,  
D. C. Hayes, C. Vanderbilt,  
James H. Lytch, A. C. D. Wood,  
Charles H. Leeland, G. G. Williams,  
Edward King, R. G. Remsen,  
E. B. Wesley, J. B. Johnston,  
D. H. McAlpin, Edward Schell,  
George B. Clark, Amasa F. Parker,  
Chauncey M. Dewey, Samuel F. Parker,  
Robert Lenox Parker, Geo. C. Macoun.

## EXECUTIVE COMMITTEE:

Wm. Whitwright, G. G. Williams,  
James McLean, E. B. Wesley,  
Geo. C. Macoun, C. D. Wood,  
D. C. Hayes, A. C. D. Wood.

EDWARD KING, President.

JAMES M. MCLEAN, First Vice-Pres't.

JAMES H. OGLIVIE, Second Vice-Pres't.

A. O. RONALDSON, Secretary.

A. W. KELLEY, Assistant Secretary.

American Loan & Trust Co.,  
113 BROADWAY, NEW YORK.

Capital, Fully Paid..... \$1,000,000

THIS COMPANY TRANSACTS A GENERAL  
LOAN, TRUST AND FINANCIAL BUSINESS.  
Receives Money on Deposit subject to check, and  
allows Interest on balances.

All Checks pass through the Clearing-house.

MAKES INVESTMENTS OF MONEY.

ACTS AS EXECUTOR, ADMINISTRATOR,  
GUARDIAN, TRUSTEE, ETC.ALSO, AS REGISTRAR AND TRANSFER AGENT.  
An Authorized Depository for Court and  
County Treasurers' Fund.ROWLAND N. HAZARD, President.  
GEORGE S. HART, Vice-President.  
WILLIAM D. SNOW, Secretary.  
JAMES S. THURSTON, Treasurer.

## DIRECTORS:

GEORGE H. POTTS, WALLACE C. ANDREWS,  
JOHN L. MACAULAY, IRA DAVENPORT,  
JAMES M. VARNUM, WILLIAM D. SNOW,  
JOHN L. BLAIR, JOHN D. KIMMEL,  
EDWARD F. BROWNING, FREDERIC A. POTTS,  
ROWLAND N. HAZARD, JOHN ROSS,  
GEORGE S. HART, COOPER G. BLACK,  
WM. B. DINSMORE, FRANK C. HOLLING,  
ELIAS LEWIS, JR., THOMAS L. WATSON,  
JULES ALDIGE, ELIAS C. BENEDICT,  
STEVENSON BURKE, WILLIAM P. ANDERSON.

The Union Trust Co.,  
611 AND 613 CHESTNUT STREET,  
PHILADELPHIA.

Authorized Capital..... \$1,000,000

Paid-up Capital..... 500,000

Acts as Executor, Administrator, Assignee, etc.  
and executes trusts of every description known to  
the law.

All trust assets kept separate from those of the Company.

Burglar-Proof Safes to rent at \$5 to \$50 per annum.

Wills kept in vaults without charge.

Bonds, Stocks and other valuables taken under  
guarantee.Repository for Western Mortgage loans, bearing 6  
per cent interest. Principal and interest guaranteed.

Money received on deposit at interest.

J. SIMPSON AFRICA, Pres.; J. G. READING, V.-P.

MAHION S. STOKES, Treasurer &amp; Secretary.

WM. H. PRICE, Trust Officer.

## DIRECTORS:

J. Simpson Africa, Phos. G. Hood,  
James Lock, Alfred S. Gillett, Joseph Wright,  
C. P. Turner, M. D., Wm. T. Moore,  
W. J. Nead, Thos. R. Patton, J. G. Heading,  
Wm. H. Lucas, D. H. Agnew, M. D., Jos. I. Keefe,  
Robt Patterson, Theo. C. Engle, Jacob Naylor,  
William Watson,

Samuel Riddle, GLEN RIDGE, PA.; Dr. George W.  
Reilly, HARRISBURG, PA.; Henry S. Eckert, READING;  
Edmund S. DOLY, MIFFLINTOWN; W. W. H. Davis,  
DOYLESTOWN; R. E. Monaghan, WEST CHESTER.

Metropolitan Trust Co.,  
MILLS BUILDING, 35 WALL ST., NEW YORK.

PAID-UP CAPITAL, - - - \$1,000,000

Designated as a legal depository by order of  
Supreme Court. Receives deposits of money on  
interest, acts as fiscal or transfer agent, or trustee  
for corporations, and accept and execute any legal  
trusts as other similar companies.THOMAS HILLHOUSE, President.  
FREDERIC D. TAPPEN, Vice-President.  
CHARLES M. JESUP, Secretary.

## Trust Companies.

## United States Trust Co.

OF NEW YORK.

## No. 49 WALL STREET.

Capital and Surplus, - - - \$6,000,000

This company is a legal depository for money paid into court, and is authorized to act as guardian or trustee.

INTEREST ALLOWED ON DEPOSITS,  
which may be made at any time and withdrawn  
after five days' notice, and will be entitled to interest  
for the whole time they remain with the  
company.Executors, administrators, or trustees of estates,  
and females unaccustomed to the transaction of  
business, as well as religious and benevolent institutions,  
will find this company a convenient deposition  
for money.JOHN A. STEWART, President,  
GEORGE BLISS, Vice-President,  
JAMES S. CLARK, Second Vice-Pres't

## TRUSTEES:

Charles E. Bill, John A. Stewart, George Bliss,  
Wilson G. Hunt, S. M. Buckigham, William Libbey,  
Thos. Slocomb, H. E. Lawrence, John C. Brown,  
Clinton Gilbert, Isaac M. Newell, W. H. Cushing,  
David Ford, Ernest Cushing, Wm. H. Cushing,  
Samuel Stoen, S. B. Chittenden, Chas. S. Smith,  
James Low, John H. Rhodes, Wm. Rockefeller,  
Wm. W. Phelps, Anson P. Stokes, Alex. E. Orr,  
D. Willis James, Root B. Minturn, Wm. H. Macy, Jr.,  
John J. Astor, Geo. H. Warren,  
HENRY L. THORNE, Secretary.  
LOUIS G. HAMPTON, Assistant Secretary.

## THE

Real Estate Trust Co.  
OF PHILADELPHIA,  
No. 1340 Chestnut Street.

CAPITAL, - - - - - \$500,000

Receives deposits of money payable by check and  
allows interest thereon; also receives for safe-  
keeping securities and other valuables, and  
rents safe deposit boxes in burglar-proof  
vans.Receives Trusts of every description, acting as  
executor, administrator, assignee, etc., and  
executing surety for the faithful performance  
of any trust or office.Acts as Agent or Attorney for the sale or  
management of real estate, and insures titles to real  
estate and mortgages.

## OFFICERS:

President—FRANK K. HIPPLE,  
Secretary—WILLIAM R. PHILLER,  
Treasurer—WILLIAM F. NORTH,  
Real Estate Officer—THOMAS B. PROSSER.

## DIRECTORS:

Frank K. Hippel, George Philler,  
Henry C. Gibson, Edward T. Steel,  
Lemuel Coffin, Charles W. Henry,  
Beaupre Borie, John F. Betz,  
William M. Singerly, Thomas Dolan,  
John Wanamaker, R. Dale Benson,  
Solicitor—GEORGE JUNKIN.

## The Brooklyn Trust Co.,

Cor. of Montague and Clinton Sts., Brooklyn, N. Y.

This company is authorized by special charter to  
act as receiver, trustee, guardian, executor or administrator.It can act as agent in the sale or management of  
real estate, collect interest or dividends, receive regis-  
try and transcript books, or make purchase and sale of  
Government and other securities.Religious and charitable institutions, and persons  
unaccustomed to the transaction of business, will  
find this company a safe and convenient depository  
for money. RUPLEY ROPES, President.

EDMUND W. CORLIES, Vice-Pres't.

## TRUSTEES:

Josiah O. Low, E. F. Knowlton, H. K. Sheldon,  
A. E. White, John C. Martin, G. D. V. Williams,  
A. A. Lovell, Fred. C. Cushing, Wm. H. Hale,  
Alex. McCue, John P. Rolfe, Ripley Ropes,  
Mich'l Chauncy, E. W. Corlies, Abram B. Bayliss,  
Wm. B. Kendall, H. E. Pierpont, H. W. Maxwell,  
JAMES ROSS CURRAN, Secretary.  
FREDERICK C. COLTON, Asst. Sec'y.

## WE SOLICIT THE AGENCY

OF

## NATIONAL BANKS

At a Charge of \$5 per Annum.

## GREEN &amp; CUNNINGHAM,

## Real Estate Brokers,

1405 F STREET, WASHINGTON, D. C.

Reference: Hon. A. U. WYMAN, Ex-Treasurer  
U. S. Omaha, Neb.

## Investment Securities

## BOUGHT AND SOLD.

## WANTED:

Southern Central of N. Y. 1sts.  
Middletown Unionville & Water Gap 5s  
Indianapolis & Vincennes 1sts and 2ds.  
Scioto Valley Bonds, all issues.

## ALBERT E. HACHFIELD,

No. 54 Pine Street.

R. T. Wilson & Co.,  
BANKERS AND COMMISSION MERCHANTS,  
2 Exchange Court, New York.

## Farm Mortgages.

## EQUITABLE

## Mortgage Company.

Capital Subscribed ..... \$2,000,000

Paid in (Cash) ..... 1,000,000

## DEBENTURES,

bearing 6 per cent, running ten years and based  
exclusively upon Western Farm Mortgages, held in  
New York, for the benefit of the bondholders. Their  
safety, time to run and rate of interest make them the  
most desirable investment now offered. Also,

## GUARANTEED FARM MORTGAGES.

OFFICES:  
New York, 208 Broadway | Phila., cor. 4th & Chestnut.  
Boston, 23 Court St. | Kansas City, 7th & Del. Sts.

6%

The American Investment Company, of Em-  
metsburg, Iowa, with a paid-up capital of \$600,-  
000, surplus \$75,000, offers first Mortgage  
Loans, drawing seven per cent. Also 6 per cent  
Ten Year Debentures, based upon a fund of first  
Mortgage loans held in trust by the Merchantile  
Trust Co., N. Y. Five per cent certificates of  
deposit for periods under one year. Write for full  
information and references to the company at 150  
Nassau St., N. Y.

A. L. ORMSBY,

Vice-President

LOAN CO. OF  
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Selma, Ala.Legislative authority  
to negotiate loans.R. M. NELSON,  
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Bank, New York; Logan C. Murray, President  
United States National Bank, New York.

7%

Eight per cent net to investors.  
No losses. Interest  
paid free of charge.  
First mortgage on improved  
farm property in most agricultural  
districts in Alabama, worth three times amount of  
loan.The Alabama corresponds  
to several European farm  
loan companies.Individuals or Trustees desirous to make safe loans,  
address the company for particular information.Dumont Clarke, Vice-President; American Exchange National  
Bank, New York; Logan C. Murray, President  
United States National Bank, New York.INVEST THROUGH THE SOUND AND  
WESTERN FARM MORTGAGE CO.,  
LAWRENCE, KAN.

F. M. PERKINS, Pres't. L. H. PERKINS, Sec'y.

## Paid Up Capital, - - - - - \$250,000

The choicest First Mortgage Farm Loans, also the  
Company's Ten Year Debentures, based upon its  
paid up capital and assets of over \$300,000. Net  
satisfaction. The Company is well satisfied  
to over 1,500 investors. Send for circulars, forms and  
full information. Branch offices in N. Y. City and  
Albany. New York Office 137 Broadway.  
C. C. HINE & SON, Agents.Important Notice.  
TO HOLDERS OF KANSAS REAL ESTATE  
MORTGAGES:Send to HODGES & KNOX, TOPEKA, KANSAS,  
for Free Pamphlet containing the compiled Laws of  
Kansas relating to Real Estate Mortgages.

## Insurance.

The United States Life  
Insurance Co.IN THE CITY OF NEW YORK,  
(ORGANIZED IN 1850)

261, 262 &amp; 263 Broadway, New York

G. H. BURFORD, President.

C. P. FRAZER, Sec. A. WHEELWRIGHT, Ass't Sec.

WM. T. STANDEN, Actuary.

All the profits belong to the Policy-holders exclusively.

All Policies issued by this Company are INDISPUS  
TATE after three years.All Death Claims paid WITHOUT DISCOUNT as soon  
as satisfactory proofs have been received.This Company issues all forms of Insurance, in-  
cluding Tontine and Limited (en-Forfeiting) Ton-  
tine.One month's grace allowed in the payment of  
Premiums on Tontine Policies, and ten days' grace  
on all others, the insurance remaining in full force  
during the grace.Absolute security, combined with the largest liber-  
ality, assures the popularity and success of this com-  
pany.GOOD AGENTS, desiring to represent the Com-  
pany, are invited to address J. S. GAFFNEY, Super-  
intendent of Agencies, at Home Office.George Eustis & Co.,  
BANKERS,  
CINCINNATI, OHIO.